

B. Adopt Riparian Setback regulations to preserve and enhance Big Creek.

Riparian Setbacks ensure that buildings and parking areas are located far enough from streams and other water bodies so that water runoff from the development does not damage the natural systems.

Incorporate Riparian Setback Regulations into the City's zoning regulations to protect lands adjacent to Big Creek and other streams and to help prevent the proliferation of development related impacts such as flooding. Utilize these regulations to educate property owners about the importance of preserving riparian areas and to encourage their support and cooperation.

C. Establish tree replacement regulations so that trees that are destroyed during construction will be replaced.

D. Maintain installed landscaping placed in the public right-of-ways.

E. Protect existing wetlands located on properties throughout the City. Work closely with the Ohio EPA and the Ohio Department of Natural Resources to maintain and restore wetlands. One Best Management Practice to preserve the integrity of wetlands is to establish a wetlands setback requirement to ensure that buildings and pavement are located a sufficient distance from the edge of wetlands.

6.2. Conserve the Big Creek and Its Tributaries.

Brooklyn residents and residents of Cleveland's Old Brooklyn neighborhood are pursuing the establishment of a non-profit watershed partnership to work toward the preservation of the Big Creek, and pursue connections between the various Metroparks Reservations located along the Big Creek. This stream should be protected from any potential negative impacts from future development near the Creek.

A. Provide environmental regulations or other mechanisms for the protection of the stream, including establishing riparian setbacks and steep slope regulations – see above.

B. Participate in establishing the nonprofit organization “Friends of the Big Creek” and assist in the group's efforts to preserve and protect Big Creek and its environs.

6.3. Promote Connections to Existing Resources.

Establish multi-use trails that will connect with other networks and to other community facilities throughout the City and in neighboring cities, including the Brookside Reservation in Cleveland and the Big Creek Reservation in Brook Park.

7 TRANSPORTATION AND INFRASTRUCTURE

7.1. Manage Traffic And Increase Connectivity.

Traffic on the City's main roads is one of the most frequently cited issues facing the City and its residents. While some traffic management strategies have been implemented along Ridge Road in response to the Ridge Road Operational Study prepared in 2002, traffic congestion is still a major problem in the vicinity of I-480, Ridge Road, Tiedeman Road, and Brookpark Road.

A. Enhance Connectivity to Reduce Short Trips.

The City's residential density and close proximity of land uses requires that the City pay particular attention to how areas are connected to each other. By providing safe and pleasant access between residential and commercial areas, the City can encourage walking to destinations and discourage the use of autos for short trips. The opportunity exists to provide landscaping, lighting and safe walkways in several areas of the City--particularly in the Ridge Park and Biddulph Plaza areas, and along Memphis Road —where residential and commercial uses are adjacent to each other.

Additional street connections may be warranted to increase the travel options for both residents and employees and increase ways to avoid congested areas of the City at peak travel hours. Potential street connections include:

- 1 A connection between Memphis Avenue and Tiedeman Road, near Biddulph, to alleviate truck traffic on Tiedeman Road that is generated by the trucking companies on Memphis. This connection will also enable the development of vacant land behind American Greetings.
- 2 A connection between Ridge Road (at or near the Clinton Road intersection) and the Denison Avenue spur (ramps to I-71). This connection will need to be pursued in conjunction with the City of Cleveland and would improve access and marketability of the Clinton Road industrial corridor.

B. Require New Development To Mitigate Traffic Impacts.

When new development is proposed, a thorough study of traffic conditions and anticipated impacts should be conducted. The study should evaluate a broader area than just the immediate site, and require mitigating strategies from the private developer to address impacts that are both on-site and off-site. The zoning code should be updated to clearly spell out the requirements for traffic impact studies as part of the site plan review process and indicate which types of projects must submit a study (e.g., typically projects that generate 500 or more daily vehicular trips)

C. Continue to Implement the Ridge Road Operational Study Recommendations.

Continue to implement the transportation improvement recommendations from the Ridge Road Operational Study, especially the installation of a “state-of-the-art” interconnected traffic responsive signal system, in order to improve traffic flow along Ridge Road.

D. Continue to Pursue Improvements to the Tiedeman Road Corridor.

Though funding for improvements for the Tiedeman Road/I-480 ramps has been approved, additional improvements similar to those advocated for Ridge Road may be warranted, including signalization, etc.

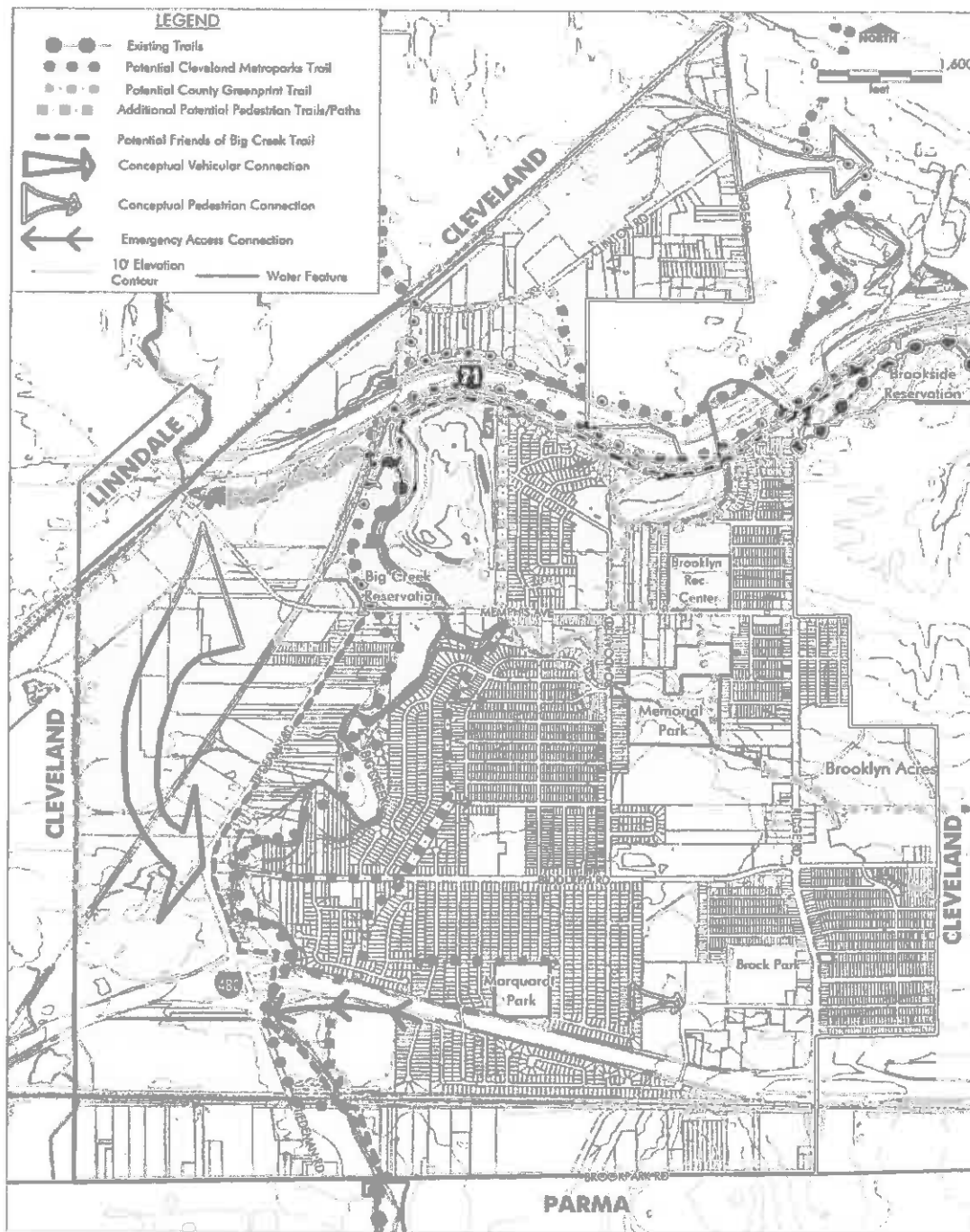
E. Investigate Solutions for the Memphis Avenue/Tiedeman Road Intersection.

This intersection has posed problems for potential development of the corner sites. In order to efficiently address the issue and promote development on available vacant land, it may be necessary to hire a traffic consultant to review the street lights and access points along Memphis Avenue and Tiedeman Road. This could be coupled with improvements to the roadway for Ferrous Metals.

7.2. *Provide For Alternative Transportation Options:*

A. Reduce through-traffic on the City's roads by working with the RTA and neighboring communities to provide additional transit alternatives such as Express Bus routing to major employment centers and local circulator busses.

Figure 7: Multi-Modal Transportation



- B. Enhance RTA transit circulation services serving the City and adjacent communities so as to accommodate lunchtime errands and other short trips that could be diverted to transit.
- C. Work with employers to promote the region's car and van pooling programs, the RTA's transit services and its Commuter Advantage program.
- D. Adopt access management zoning regulations as recommended by ODOT to control the quantity and location of entry/exit on to main roads. Access management promotes traffic safety and efficiency while enhancing traffic capacity. Examples of these strategies include shared access drives and routing of entry/exit points to local rather than main roads.
- E. Establish an extensive network for pedestrian and bike paths. Potential trail and path locations are highlighted on Figure 7.

7.3. Monitor and Plan for Systematic Improvements to the City's Aging Utility Infrastructure

- A. Consider establishing a procedure to conduct a systematic evaluation the underground utility lines for water, storm sewer and sanitary sewer lines and a program to replace older lines before a major failure occurs. The City of Brooklyn, like most municipalities, does not proactively assess and improve its underground utility lines. In terms of routine maintenance and inspections, the City contracts with the Cuyahoga County Sanitary Engineer for its sanitary sewers. For water lines, the City has a maintenance agreement with Cleveland Division of Water which responds to problems and complaints on a case-by-case basis. Storm sewers are also handled on a case-by-case basis. Since the assessments for the utility lines are based on age, it is desirable to create a program for replacing the oldest lines in anticipation of their ultimate failure.
- B. Work with the Cuyahoga County Sanitary Engineer for the maintenance and repair of storm sewers. Currently, the County Sanitary Engineer only conducts repairs and maintenance of Brooklyn's sanitary sewers.

CHAPTER 3.3

IMPLEMENTATION STRATEGIES

A successful planning effort is one that achieves general consensus, is practicable and is actually used as a functioning guide plan for development. A viable implementation program, one that sets forth specific action items, is a valuable tool to ensure that the recommendations are acted upon. This chapter matches specific implementation methods to the goals and policies set forth in Chapters 3.1 and 3.2.

❖ **Regulatory Control - Code Amendments**

Zoning is the most important tool the City has to implement the Master Plan and its policies. Regulation is direct, the basis for enforcement is well established, and approval is mandatory before construction can begin. Several zoning amendments have been proposed below.

❖ **Administrative Actions, including Funding for Improvements**

Some of the following strategies do not include adopting or modifying laws, but rather making changes to the way things are done at City Hall. Some of these items recommend improvements that will require spending public money.

The scope of this planning process is necessarily limited to the elements covered in the consultant's contract. Some items such as traffic recommendations will require additional studies that are more appropriately conducted by the experts in each particular field and therefore are beyond the scope of this project. These studies are identified for future consideration.

❖ **Master Plan Adoption, Implementation and Review**

In order for the Plan to be the guiding force that this process envisions, it is imperative that the City pursue the adoption and actual implementation of the policies. Changes to the zoning code, and other implementation strategies will not occur without the endorsement of the Administration and use of the Plan as a reference by the Planning Commission, Board of Zoning Appeals, Council, the Mayor and any other entity that makes decisions regarding land uses and development.

This chapter further prioritizes the action steps in one of four ways according to when the action should be undertaken:

- On-going – an action that is currently underway and should be continued
- Short-term – an action that should be pursued in the next two years (This does not necessarily mean that the action will be completed in the short-term)
- Mid-term – an action that should be pursued in the next two to five years.
- Long-term – an action that should be pursued in the next ten years

1. REGULATORY CONTROL - CODE AMENDMENTS

The Planning and Zoning Code is the City's fundamental tool to accomplish many of the land use policies in this Plan. During the course of preparing this Master Plan, there were a number of zoning items discussed. Once the Master Plan is finalized, the next step of this process is to begin a comprehensive review and update of the Brooklyn Planning and Zoning Code.

This section identifies potential new zoning districts and suggested modifications to existing regulations that will help to ensure that policies established are implemented to the fullest, each to be carefully crafted to achieve the specific goals and objectives previously noted. Other suggested amendments involve modifying or adding new development standards, which in some cases include specific numerical standards.

The suggested amendments listed below are intended to serve as guides and should be evaluated in detail by the Planning Commission and Council at the time a comprehensive update to the Planning and Zoning Code is conducted.

1.1. Enable homeowners to add on to their homes with a streamlined review and approval process.

There is one primary residential zoning district in the Brooklyn Zoning Code – the SF-DH Single-Family district. The minimum lot size requirements of the district cause entire neighborhoods to be nonconforming. The regulations for nonconforming uses (Chapter 1133 Nonconformities) do not specifically address nonconforming residential lots. Two options to streamline the regulations include:

- A. Establishing an additional single-family district with a minimum lot size requirement and side yard requirements that match the prevailing characteristics of the neighborhoods with the smaller lots.
- B. Establishing specific regulations for single-family homes on nonconforming lots that would allow for an administrative review process to allow the construction of additions and accessory structures.

1.2. Planned Residential Development (PRD) Regulations.

Consider establishing regulations for planned residential development regulations and allow a PRD as a permitted development option in the SF-DH zoning district. Specific development standards could include.

- A. Establishing a minimum density of approximately 3.0 to 3.5 dwelling units per acre, which is similar to the density of development permitted in the SF-DH district.
- B. Permitting this development option on development sites of two (2) or more acres.
- C. Requiring sensitive natural features found on a development site to be protected as "restricted" open space, without lessening the development potential of the site.
- D. Requiring a landscaped perimeter buffer area when the development site abuts single-family homes.

- E. Permitting greater flexibility in the arrangement of dwelling units by allowing units to be clustered or attached in groups of up to three or four, and not requiring units to be on lots.
- F. Allowing for the construction of private streets provided they are built according to the public street profile.
- G. Requiring the perpetual maintenance of common areas, the establishment of a homeowners association and review of the association's covenants and restrictions.
- H. Establishing procedures for the Planning Commission to review and approve developers' plans.

1.3. Mixed-Use Zoning District for the Memphis Road City Center Area.

Consider establishing a new Mixed-Use District, which would be applied to the Memphis Road City Center Area. Specific development standards could include.

- A. Permitting a higher-intensity mix of retail and offices; this would enable, but not require redevelopment of the existing parcels.
 - 1. Permitting uses that encourage pedestrian activity. Uses that are currently permitted in the R-B Retail Business District (which is the current zoning of the commercial parcels), but which are not appropriate include drive-thru facilities, adult entertainment, car washes, auto sales, and public maintenance facilities. Uses that require larger, deeper sites such as hospitals are also not appropriate since the developable area with frontage on Memphis Avenue is generally shallow.
 - 2. Allowing apartments as a permitted use when located in a building that has retail stores on the first floor; and conditionally permitting freestanding multifamily buildings but only when located on the edges of the district.
 - 3. Permitting and regulating outdoor dining and outdoor displays. Prohibit outdoor storage.
- B. Establishing a mandatory building setback of 5 to 10 feet for new development.
- C. Allowing buildings to be built side-by-side with no side yard setback – except when located adjacent to a residential district.
- D. Requiring parking lots to be located behind or to the side of buildings to reduce their visual presence at the streetscape.
- E. Reducing the amount of parking spaces required, anticipating that some customers will walk or arrive via bus. Adding an allowance for the Planning Commission to reduce the number of parking spaces when an applicant provides sufficient evidence that supports reduced parking needs.
- F. Establishing strong design review criteria to control relationships between uses, street character, etc...

1. Creating design guidelines for buildings including requiring buildings to have a minimum height, with a minimum of two-stories or at least the appearance of two-stories, and display windows at street level.
2. Including design guidelines for streetscape improvements such as coordinated signs, amenities such as benches and lighting.

1.4. Development Standards for Commercial And Industrial Districts.

Consider revising the development standards currently in the Commercial and Industrial District regulations. Specific changes to consider include.

- A. Eliminating the 25% maximum building coverage in the commercial and industrial districts. Instead require a minimum 20% to 25% of the lot to be landscaped.
- B. Establishing regulations for outdoor storage permitted in the G-I General Industrial district: require compliance with building or parking setback requirements, screening the view from the street, etc.

1.5. Regulations for Nonconformities (Chapter 1133).

Consider expanding Chapter 1133, Nonconformities so that there are specific requirements for each type of nonconforming situation:

- A. Different situations include:
 1. Nonconforming uses – deals only with the occupancy of the building or lot.
 2. Nonconforming lots - lots that do not comply with the minimum lot area and /or minimum lot width:
 - vacant residential lots,
 - developed residential lots, and
 - nonresidential lots.
 3. Nonconforming buildings– buildings that are located on the lot in a way that does not comply with the minimum yard setbacks.
 4. Nonconforming parking /other site conditions – when there are not enough parking spaces or the site does not comply with landscaping requirements.
- B. Add regulations that allow the Building Department to issue permits for typical requests in nonconforming situations, e.g. additions and accessory structures for dwellings on nonconforming lots.
- C. Require landscaping improvements and compliance with landscape islands within expansive parking lots when property owners seek changes to their nonconforming properties.

1.6. Site Plan Review Procedures.

Consider expanding the site plan review procedures in the following ways:

- A. Adopting access management regulations including requirements for shared access drives and routing of entry/exit points to control the quantity and location of entry/exit on to main roads.
- B. Requiring a traffic impact study for new development that meets a certain threshold – number of vehicles generated, etc.
- C. Addressing nonconforming parking lot setbacks and interior landscaping on developed lots. Require compliance with the interior parking lot landscaping requirement whenever any building activity or major investment is planned for existing nonresidential development, and the existing development does not comply with the required interior parking lot landscaping.

1.7. Design Guidelines for Nonresidential Development.

Consider adopting Design Guidelines for nonresidential development, based on the zoning district and type of development. A comprehensive set of design guidelines could include:

- A. Building design guidelines for big box storefronts that require architectural features to be incorporated in the façade to provide visual interest.
- B. Guidelines to encourage two-story facades that attempt to replicate a neotraditional city center environment in the City Center area, regardless of the size of the buildings.
- C. Requiring specific landscaping in the 20 foot parking setback adjacent to the street right-of-way.
- D. Expanding and revising the Sign Regulations to include specific design guidelines that address the different street characteristics to help create common themes and unity among the commercial centers and industrial corridors in Brooklyn.
- E. Expanding the landscape regulations to require commercial and industrial property owners to install landscaping in the front yards, and include plant species guidelines.
- F. Adopting a design review process which could be conducted separate from or as part of the site plan review process. One option would be to have an architect review architectural drawings and provide an expert opinion to the Planning Commission for their consideration during the site plan review process.

1.8. Additional Regulations to Consider.

In addition to zoning regulations, the City has the ability and authority to adopt other laws and regulations as part of the codified ordinances. The following types of regulatory measures should be researched and considered:

Ongoing

- A. Continue to create and maintain a property data base so that vacant or abandoned properties can be more closely monitored.

In the short-term

- B. A property inspection program for all residential rental properties.
- C. Permitting requirements for land disturbing activities so that clearcutting, cut and fill activities, and other grading and site preparation operations are done properly.

In the mid-term

- D. Riparian setback regulations and a riparian setback map as part of the zoning code regulations. The riparian setback would apply to land adjacent to Big Creek and Stickney Creek.
- E. A point of sale inspection program for owner-occupied dwelling units to ensure that houses are properly maintained in accordance with the building code.

1.9. Recommended Rezoning.

In the short-term - Rezone to the G-I General Industrial District parcels along the west end of Memphis Avenue that are currently zoned G-B General Business, in order to promote this entire area as a general industrial district.

2. ADMINISTRATIVE ACTIONS

The following strategies do not include adopting or modifying laws, but rather revising or creating new programs conducted by the City administration. Some of these items recommend improvements that will require spending public money.

2.1. Housing/Neighborhoods.

Ongoing Programs and Activities to Continue:

- A. Continuing to compile a detailed database of properties/neighborhoods in the City.
 - 1. Maintain/update listing of business types to identify vacant land and buildings that are available for purchase, lease and/or development/redevelopment.
 - 2. Track the location of building code violations.
 - 3. Monitor and track the length of time before violation(s) is/are corrected in order to assess the effectiveness of enforcement measures.
 - 4. Identify nonconforming lots and uses.
 - 5. Use database to maintain a systematic street repair, resurfacing program.
 - 6. Aggressively pursue nuisance abatement to eliminate blighting influence of problem properties before influence can spread to adjoining properties.
- B. Evaluating all existing financial incentive programs to determine if they are meeting needs and modify or expand accordingly. See Appendix F for list of programs available.
- C. Expanding the marketing of financial incentive programs available to residents and business owners.
- D. Providing for safe pedestrian and bicycle crossings at intersections.

E. Partner with financial institutions, community organizations, and secondary market institutions such as Freddie Mac to encourage home ownership. Studies have shown that higher levels of home ownership improve the stability of neighborhoods, resulting in higher levels of civic activities, property maintenance and tax revenues, and lower crime rates.

Programs and Activities to Consider In the Short-Term

F. Establishing or identifying demonstration projects/pilot projects that creatively address the issues of small lot sizes and small home sizes so that residents can see the potential of their existing home to accomplish changing family needs.

G. Developing education/outreach materials for homeowners that document economic benefits of property maintenance and investment for single & multifamily properties.

H. Establishing a pilot neighborhood maintenance program in the Biddulph/Ridge Road residential neighborhood (the neighborhood that scored the lowest in the community survey) and a funding mechanism. The program could include:

1. Home Repair Grant for single-family owner-occupants to correct exterior code violations
2. Free Paint for single-family owner-occupants

I. Developing a recognition program: conduct annual curb appeal survey and a ceremony recognizing property owners whose properties are exemplary. Establish separate programs for residential and nonresidential properties.

J. Lobbying for additional statewide regulatory changes to address housing foreclosures, predatory lending, and other housing-related issues.

K. Encourage post-purchase counseling to help prevent delinquencies and foreclosures.

2.2. Economic Development

Ongoing Programs and Activities to Continue:

A. Continuing to work closely with the Chamber of Commerce.

B. Encouraging businesses to participate in the streetscape program for public improvements in rights-of-way: street trees, sidewalk enhancements, coordinated brick pavers, etc.

C. Promoting green building strategies to applicants when construction projects are reviewed. This could include establishing incentives for people to incorporate green building strategies in their construction projects. The LEED (Leadership in Energy and Environmental Design) Green Building Rating System® is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. "Green building" techniques—whether for new construction or rehab include four basic strategies:

1. Optimum-value engineering,
2. Energy-efficient building,
3. Ecological building materials,
4. Nontoxic materials and systems.

KeyCorp's 750,000-square-foot technology and operations campus has incorporated many "green building" techniques and in 2005 earned LEED certification from the U.S. Green Building Council (USGBC).

Programs and Activities to Consider In the Short-Term

D. Evaluating the benefits of joining the Northeast Ohio First Suburbs Consortium, and the First Suburbs Development Council (FSDC). The FSDC addresses development issues and augments member cities' redevelopment efforts. See Appendix L for more details on the First Suburbs Consortium and FSDC.

E. Repositioning and funding the position of Economic Development Coordinator. Additional duties of an Economic Development Coordinator could include:

1. Assist in marketing location opportunities in the industrial areas and other areas of the City.
2. Conduct proactive efforts to identify and recruit local residents as potential entrepreneurs to operate niche businesses.
3. Prepare marketing materials about opportunities and incentives available in the City.

F. Partnering with the Stockyards Area Development Association and the KSU Urban Design Center to undertake a streetscape enhancement program and create design guidelines for the northern end of Ridge Road.

Programs and Activities to Consider In the Mid-Term (starting in two to five years)

G. Pursuing Brownfields funding and assistance for the Weston Property. Some key action steps include, but are not limited to the following:

1. Contact Weston, Inc., the property owner of the largest contiguous site on Clinton Road, and begin communications about improving the site.
2. Investigate the three types of brownfields grants currently available through U.S. EPA: assessment grants, revolving loan fund grants and cleanup grants.
3. Review grant proposal guidelines of each grant and familiarize self with the process and requirements of the Brownfields Revitalization Act.
4. Notify community stakeholders of intent and provide an opportunity for public comment prior to grant submission.
5. Apply for the Clean Ohio Revitalization Fund through the Ohio Department of Development.
6. Perform a VAP Phase I environmental assessment that identifies the environmental problem; define the intended use of the site.

7. Apply for additional Brownfields assistance funding through the state and Cuyahoga County.
8. Work with property owners to adopt a voluntary clean program (VCP) or voluntary action program (VAP).
9. Consider hiring an experienced environmental attorney to guide the City through the legal, environmental and engineering concerns that may arise.
10. Secure additional financing sources for site assessments, underwriting cost, preparing a cleanup plan, and carrying through regulatory agencies.

H. Establishing an incentive program to encourage nonresidential property owners to undertake streetscape improvements in order to comply with the parking setback/front yard landscaping requirements.

Programs and Activities to Consider In the Long-Term

- I. Establishing and funding a land bank (land reutilization) program.
- J. Partnering with Parma to undertake a coordinated streetscape enhancement program so that both sides of Brookpark Road are improved.
- K. Incorporating burying the overhead utility wires whenever possible, when major road work is planned or as part of a street beautification project. Some major development projects will convert overhead utility lines to underground if both sides of the street can be included in the cost.

2.3. Community Character

Ongoing Programs and Activities to Continue:

Evaluating the façade and exterior uses at the old Fire Station for handicap parking, a mini-park, additional landscaping or a combination of uses.

2.4. Community Facilities

Ongoing Programs and Activities to Continue:

- A. Continuing to implement economically feasible upgrades to the Recreation Center.
- B. Continuing to coordinate with the School District on initiatives of mutual benefit:
 1. Recreational and community service programming for teens;
 2. Continuing education for workforce training;
 3. Mentoring programs, educational programs for high school students designed to meet the specialized/skilled needs of local industries.
- C. Pursuing connections to the Cleveland Metroparks all-purpose trails – especially those that end at the Brooklyn City boarder, such as the trail from the Brookside Reservation in Cleveland and the trail at the Big Creek entrance on Brookpark Road in Parma.

Programs and Activities to Consider In the Short-Term

- D. Working with the Metroparks to plan for trail connections.
- E. Improving the surface of the access path to Marquardt Park.

2.5. Transportation.*Ongoing Programs and Activities to Continue:*

- A. Working with the Northeast Ohio Areawide Coordinating Agency (NOACA) to secure funding for multi-modal transportation improvements.

Programs and Activities to Consider In the Short-Term

- B. Working with the City of Cleveland, NOACA and ODOT to explore the potential to more directly connect Clinton Road to the Denison Road I-71 access ramp, along or parallel to the Norfolk Southern railroad tracks.
- C. Working with appropriate agencies to rebuild and replace the railroad underpasses at Memphis Avenue and Clinton Road to improve the safety and attractiveness of the area.
- D. Evaluating the feasibility of establishing emergency access between Summer Lane and Tiedeman Road.
- E. Working with a traffic engineer to evaluate the pros and cons of eliminating residential street access onto Ridge Road in the Ridge Park Square area, e.g., closing Delora Street, and adopting traffic calming measures on residential streets impacted by cut through traffic. As part of the evaluation, conduct meetings with the neighborhood residents to review the various options being considered.

Programs and Activities to Consider In the Long-Term

- F. Working with the ODOT and NOACA to secure TEA-21 or other transportation grant money to include bike/pedestrian paths in state planned road improvement projects.
- G. Incorporating a bike lane or trail along parts of Tiedeman Road, especially when any future road improvement along Tiedeman Road are planned.
- H. Evaluating the feasibility of constructing a new street parallel to and west of Tiedeman Road to connect Tiedeman to Memphis Avenue and to facilitate development of the vacant, industrially-zoned land south of American Greetings and north of the Plain Dealer.

2.6. Municipal Operations.*Ongoing Programs and Activities to Continue:*

- A. Considering new sources for municipal revenue such as corporate sign sponsorship at City facilities' scoreboards.

- B. Continuing to explore ways to balance municipal revenue sources (income tax and property tax).

3. MASTER PLAN ADOPTION, IMPLEMENTATION AND REVIEW

3.1. Create Public Awareness and Conduct Local Review of the Master Plan.

The Plan's effectiveness depends upon the extent to which it is seen, read, understood, embraced, and respected. Continue to create public awareness include by:

- A. Circulating and Promoting the Master Plan. Copies of the Draft Plan will be made available for public review at City Hall and on the City's website, and could be available at several other local public location(s). Copies should also be distributed to elected City officials, key Planning Commission and Board of Appeals representatives and department heads for their study and review.

- B. Host a Public Meeting. Conducting public information meetings. A public meeting provides an opportunity for residents and others to comment on Draft Plan content prior to finalization and adoption.

- C. Publish and Circulate a Special Newsletter. A newsletter distributed City-wide to residents (and possibly businesses) can inform and update all stakeholders regarding the Draft Plan content and upcoming activities and events associated with its adoption.

- D. Issue Press Releases. Newspaper notices and articles offer yet another means of raising public awareness of the Master Plan and public meetings where residents' input is encouraged.

3.2. Adopt the Master Plan.

The timely formal adoption of the Master Plan is a critical initial step to the successful implementation of its policies and recommendations. Adoption enables the City's Administration, Council, Planning Commission and other boards and commissions to make decisions on issues based on goals and policies that have been formally embraced by the community.

3.3. Commit to Accomplishing the Policies in the Plan.

- A. Establish a Master Plan Implementation Committee. Such a committee would meet regularly to help coordinate and ensure Plan implementation. Responsibilities include, but are not limited to:

1. Prioritize and further define action steps.
2. Recommend the assignment of implementation responsibilities.
3. Identify needed resources and funding mechanisms.
4. Develop an implementation schedule.
5. Develop "benchmarks" with which to measure progress and community impacts.

B. Appoint a Plan Implementation Coordinator. Identify and designate an existing staff person to oversee the ongoing management of all activities associated with Master Plan implementation.

C. Commit Staff and Financial Resources. The City must designate and commit resources to ensure the successful implementation of the Master Plan.

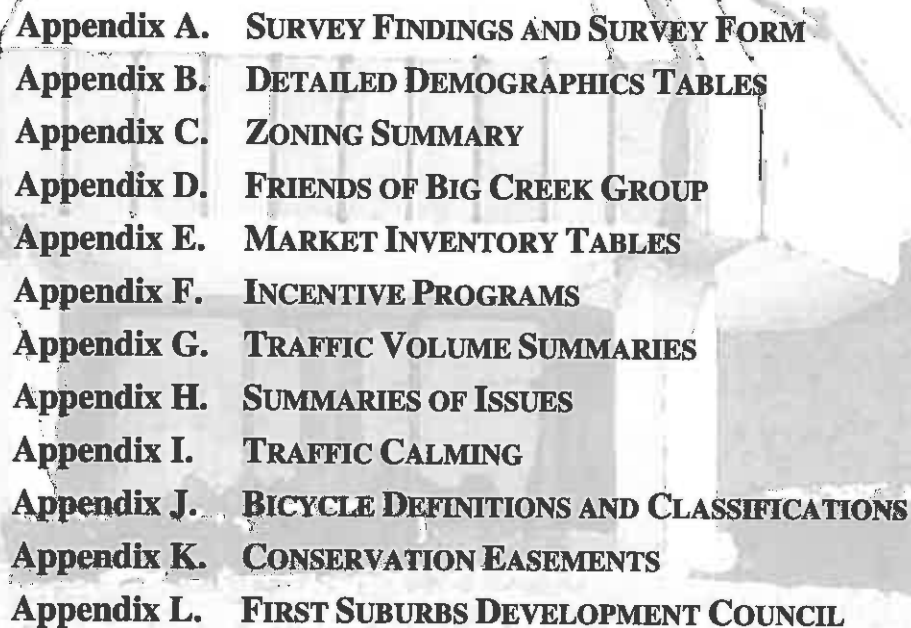
3.4. Review the Master Plan Periodically.

The Master Plan is part of a continuous and dynamic comprehensive planning process that must be continually responsive to the City's changing circumstances and needs. The Plan is not a static document, or absolute, which is exempt from future change. A comprehensive review of the Master Plan should be conducted at least every three to five years and should consider input of all stakeholders, conducted in a public fashion.

OUR PLAN FOR THE FUTURE

City of Brooklyn Master Plan
2006

APPENDICES



Appendix A.	SURVEY FINDINGS AND SURVEY FORM
Appendix B.	DETAILED DEMOGRAPHICS TABLES
Appendix C.	ZONING SUMMARY
Appendix D.	FRIENDS OF BIG CREEK GROUP
Appendix E.	MARKET INVENTORY TABLES
Appendix F.	INCENTIVE PROGRAMS
Appendix G.	TRAFFIC VOLUME SUMMARIES
Appendix H.	SUMMARIES OF ISSUES
Appendix I.	TRAFFIC CALMING
Appendix J.	BICYCLE DEFINITIONS AND CLASSIFICATIONS
Appendix K.	CONSERVATION EASEMENTS
Appendix L.	FIRST SUBURBS DEVELOPMENT COUNCIL

The following Appendices were prepared by the Cuyahoga County Planning Commission as background data for the Brooklyn Master Plan Advisory Committee. Much of the research data was supplied to the committee members during the master plan process to assist them in prioritizing goals and decision-making.

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APPENDIX A

SURVEY FINDINGS AND SURVEY FORM

On October 27, the Cuyahoga County Planning Commission mailed, via bulk mail, the 13-page Community Survey and a cover letter from Mayor Patton to 1,100 randomly selected households in Brooklyn. The city was divided into nine neighborhoods, and the surveys were color coded by neighborhood. When the surveys were returned, the color code was entered so responses could be tabulated by neighborhood.

The survey was comprised of 45 questions arranged by topic. All but two of the questions were multiple choice questions which required respondents to check the most appropriate response.

In addition, some questions allowed respondents to add their own response via "Other" with space to write in the response. Questions that included this option include: #3, #10, #11, #13, #14, #19, #20, #21, #22, #25, #26, #28, #30, #33, #34, #42, and #44. In general, very few additional responses were written in and these written responses are not included in these results.

Following are tabular and graphic representations of the results of the survey. Unless otherwise stated, the results reported are City-wide. When results are broken down by neighborhood, the city-wide response is also provided for comparison. The nine neighborhoods are depicted on a city-wide map on page 180.

OVERALL RESPONSE RATES BY NEIGHBORHOOD

In each neighborhood, a random sample of 20% of the residential addresses was chosen. Since the surveys were only coded by neighborhood, returns were anonymous. On November 17, reminder postcards were sent first class to each household that had been sent a survey. Forty-three postcards were returned as undeliverable, primarily because the units were vacant. The response rate for neighborhoods ranged from a low of 14% in the Tiedeman Road neighborhood to a high of 61% in the Winter/Sunset Roads neighborhood, as noted below and depicted in the following chart.

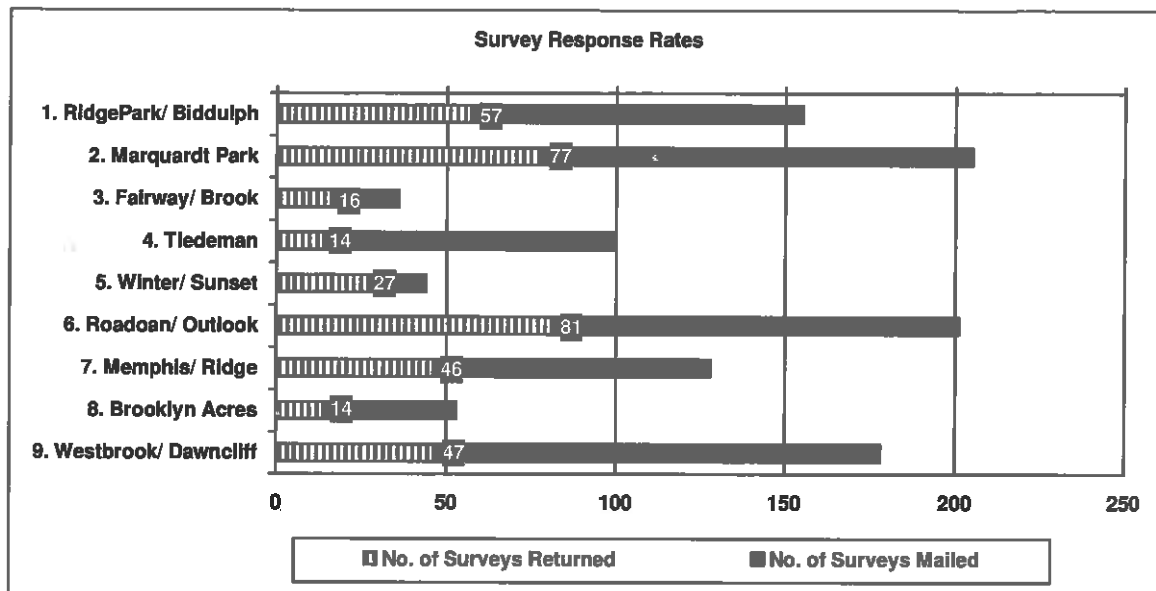
	Residential Units ¹	Surveys Mailed	Undelivered Surveys	Surveys Returned ²	Response Rate ³
1. Ridge Park/ Biddulph	769	155	5	57	37%
2. Marquardt Park	1,013	205	7	77	38%
3. Fairway/ Brook Lane	185	36	1	16	44%
4. Tiedeman	492	100	16	14	14%
5. Winter/ Sunset	216	44	0	27	61%
6. Roadan/ Outlook	1,000	201	4	81	40%
7. Memphis/ Ridge	640	128	4	46	36%
8. Brooklyn Acres	261	53	2	14	26%
9. Westbrook/ Dawnclyff	892	178	4	47	26%
Brooklyn Total	5,468	1,100	43	379	34%

The following chart indicates the number of responses returned for each neighborhood and illustrates the ratio of the number of surveys returned compared to the number of surveys mailed.

¹ As reported by InfoUSA, the mailing house from which the mailing list was obtained.

² One blank survey was returned with a note that the recipient had moved into the city just 2 weeks prior.

³ Based on number of surveys mailed.



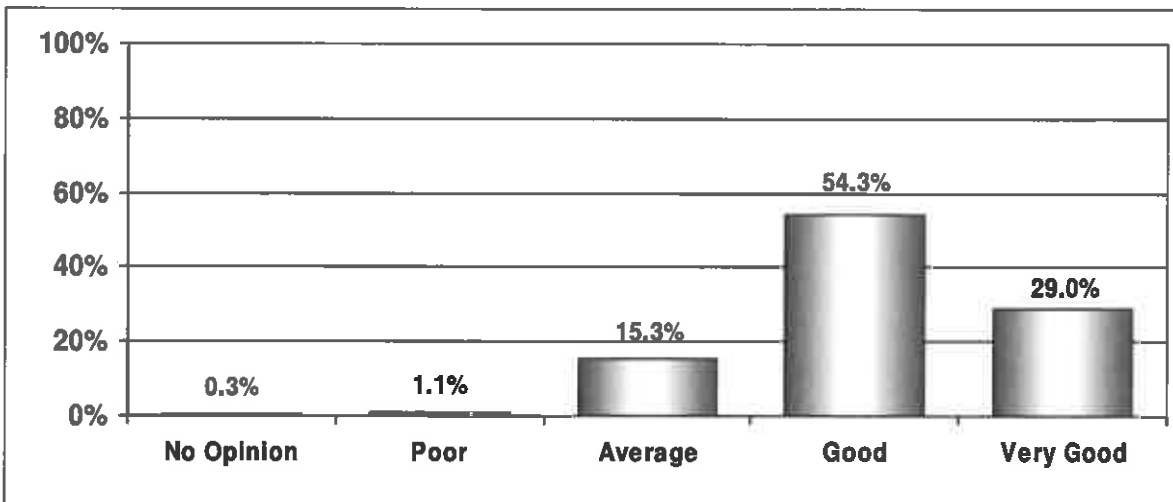
SURVEY FINDINGS

Question 1: How do you describe the overall quality of life in Brooklyn? (372 respondents)

Generally, almost one in three survey respondents rated the overall quality of life in Brooklyn as "Very Good", while more than half rated it as "Good" – approximately 29% and 54% respectively of respondents community-wide. Respondents in the Brooklyn Acres and Westbrook/Dawncliff neighborhoods gave the highest marks and rated Brooklyn's quality of life as "Very Good". Only about 1% of respondents rated Brooklyn's quality of life as "Poor", with the Tiedeman area respondents being most critical.

	Very Good	Good	Average/ Fair	Poor	No Opinion	No Response
1. Ridge Park/ Biddulph	21.1%	54.4%	24.6%	-	-	-
2. Marquardt Park	28.6%	55.8%	11.7%	-	-	3.9%
3. Fairway/ Brook Lane	37.5%	37.5%	18.8%	-	-	6.3%
4. Tiedeman	14.3%	78.6%	-	7.1%	-	-
5. Winter/ Sunset	33.3%	44.4%	22.2%	-	-	-
6. Roadoan/ Outlook	28.4%	54.3%	13.6%	1.2%	-	2.5%
7. Memphis/ Ridge	15.2%	65.2%	13.0%	4.3%	-	2.2%
8. Brooklyn Acres	42.9%	42.9%	14.3%	-	-	-
9. Westbrook/ Dawncliff	44.7%	40.4%	12.8%	-	2.1%	-
Brooklyn Total	29.0%	54.3%	15.3%	1.1%	0.3%	1.8%

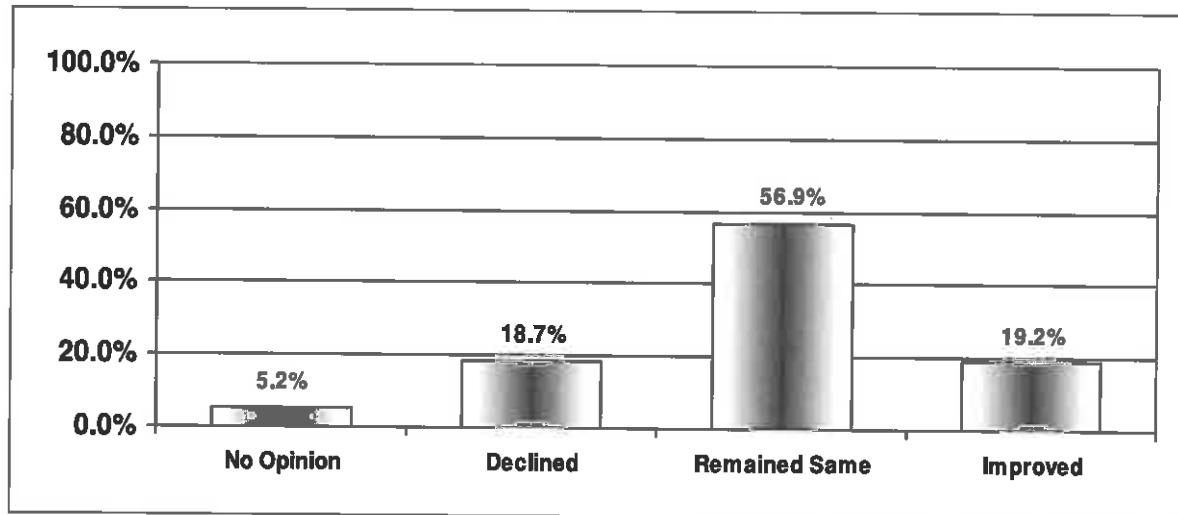
Question 1:



Question 2: Thinking of the last 2 years, how do you describe the change in the overall quality of life in our City? (364 respondents)

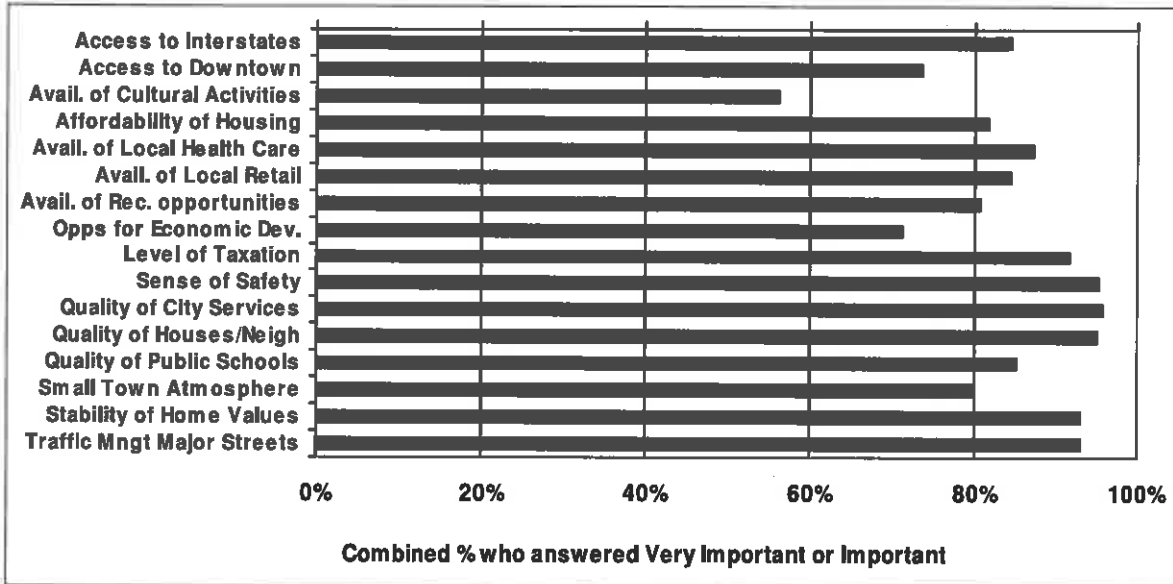
The majority of survey respondents (~57%) believed that the overall quality of life had remained the same in Brooklyn. This rating was consistent by neighborhood and community-wide. The second largest percentage of respondents reported an "Improved" quality of life (19.2%), with respondents in the Memphis/Ridge neighborhood reporting the highest percentage at 26.1%. However, more than 18% of respondents community-wide reported a "Declined" quality of life, almost the same percentage as those who felt the city had declined. The two areas that felt it declined the most were the Fairway/Brook Lane and Brooklyn Acres neighborhoods. On average, 4% of all respondents did not answer this question.

	Improved	Remained the Same	Declined	No Opinion	No Response
1. Ridge Park/ Biddulph	14.0%	56.1%	24.6%	5.3%	-
2. Marquardt Park	18.2%	59.7%	11.7%	5.2%	5.2%
3. Fairway/ Brook Lane	18.8%	31.3%	37.5%	-	12.5%
4. Tiedeman	14.3%	57.1%	21.4%	7.1%	-
5. Winter/ Sunset	18.5%	51.9%	22.2%	3.7%	3.7%
6. Roadoan/ Outlook	17.3%	58.0%	16.0%	3.7%	4.9%
7. Memphis/ Ridge	26.1%	47.8%	15.2%	4.3%	6.5%
8. Brooklyn Acres	14.3%	50.0%	35.7%	-	-
9. Westbrook/ Dawnclyff	21.3%	55.3%	10.6%	10.6%	2.1%
Brooklyn Total	19.2%	56.9%	18.7%	5.2%	4.0%



Question 3: What level of importance do you place on the following aspects of our City?
(~369 respondents)

Respondents were asked to rate the importance of more than 16 aspects of the City. Those factors that rated as "Most Important" include Sense of Safety & Security (78.1%), Quality of City Services (67.0%), Quality of Housing/Neighborhoods (64.4%), and Traffic Management on Major Streets (61.7%). Other community aspects highly rated by respondents include Stability of Home Values and Level of Taxation. When the "Very Important" and "Important" responses are combined, only the availability of cultural activities received less than sixty percent of all responses.

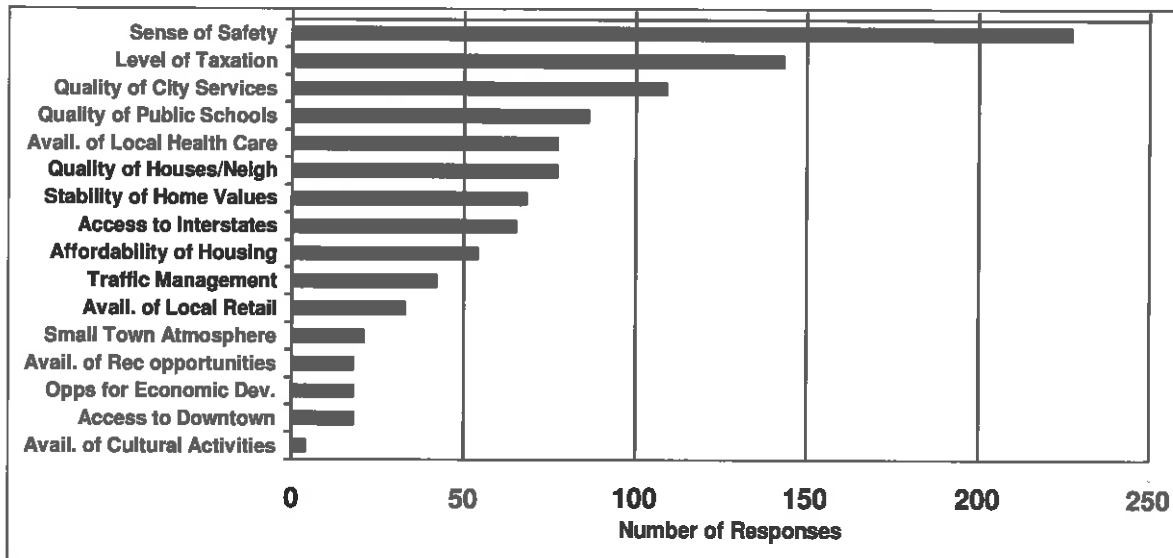


	Very Important	Important	Un-important	Very Un-important	No Opinion	No Response
Access to I-480, I-71, I-77	36.9%	47.5%	9.0%	1.6%	2.4%	2.6%
Access to downtown Clev/Airport	24.8%	48.8%	18.7%	1.8%	2.9%	2.9%
Availability of cultural activities	12.9%	43.3%	27.2%	1.3%	11.3%	4.0%
Affordability of housing	38.3%	43.3%	9.8%	0.5%	5.3%	2.9%
Availability of local health care	45.4%	41.7%	6.3%	-	2.9%	3.7%
Availability of local retail	31.4%	53.0%	10.0%	0.8%	2.1%	2.6%
Availability of recreation options	28.2%	52.5%	12.4%	0.5%	3.7%	2.6%
Opportunities for econ. dev.	25.6%	45.6%	13.7%	2.6%	10.6%	1.8%
Level of taxation	58.6%	33.0%	2.1%	0.3%	4.0%	2.1%
Sense of safety and security	78.1%	17.2%	0.3%	0.5%	1.1%	2.9%
Quality of city services	67.0%	28.8%	0.3%	1.1%	0.3%	2.6%
Quality of the houses/neigh.	64.4%	30.6%	1.1%	0.8%	0.5%	2.6%
Quality of public schools	53.3%	31.9%	5.0%	2.1%	5.5%	2.1%
Small-town atmosphere	35.6%	44.1%	12.1%	2.4%	3.4%	2.4%
Stability of home values	57.0%	36.1%	2.1%	0.8%	1.8%	2.1%
Traffic mngt on major streets	61.7%	31.4%	1.6%	1.3%	1.6%	2.4%
Other	5.7%	0.5%	-	-	-	93.8%

Question 4: Which three community characteristics are most important to you? (~355 respondents)

Question 4 looked at the number of responses, as compared to percentage of responses in Question 3. The findings are similar but Sense of Safety & Security far exceeds other community characteristics rated important with 227 total responses. Level of Taxation ranked second with 143 responses and Quality of City Services ranked third with 109 total responses.

	No. of Responses noted as Most Important
Sense of safety and security	227
Level of taxation	143
Quality of city services	109
Quality of the public school district	86
Availability of local health care	77
Quality of the houses/neighborhoods	77
Stability of home values	68
Access to I-480, I-71, I-77	65
Affordability of housing	54
Traffic management on major streets	42
Availability of local retail shopping	33
Small-town atmosphere	21
Access to downtown Cleveland/ Airport	18
Availability of recreational opportunities	18
Opportunities for economic development	18
Other	6
Availability of cultural activities	4



Question 5: What level of importance do you place on each of the following regarding business and industry in our City? (~367 respondents)

Respondents were asked to consider the importance of employment opportunities and the source of tax revenue in the City. Combined, more than three-quarters of all respondents recognized that employment opportunities were important. Community-wide and the majority of neighborhoods gave them the second highest rating of "Important". Close to 51% of respondents felt the source of tax revenue was "Very Important" and 38% considered it "Important".

	Very Important	Important	Un-important	Very Un-important	No Opinion	No Response
EMPLOYMENT OPPORTUNITIES						
1. Ridge Park/ Biddulph	38.6%	45.6%	7.0%	1.8%	7.0%	-
2. Marquardt Park	36.4%	44.2%	6.5%	1.3%	7.8%	3.9%
3. Fairway/ Brook Lane	31.3%	25.0%	12.5%	18.8%	-	12.5%
4. Tiedeman	28.6%	42.9%	21.4%	7.1%	-	-
5. Winter/ Sunset	29.6%	37.0%	18.5%	3.7%	7.4%	3.7%
6. Roadoan/ Outlook	30.9%	40.7%	14.8%	3.7%	6.2%	3.7%
7. Memphis/ Ridge	28.3%	54.3%	13.0%	-	4.3%	-
8. Brooklyn Acres	42.9%	50.0%	7.1%	-	-	-
9. Westbrook/ Dawnclyff	48.9%	27.7%	12.8%	-	8.5%	2.1%
Brooklyn Total	35.4%	41.7%	11.6%	2.6%	6.1%	2.6%
SOURCE OF TAX REVENUE						
1. Ridge Park/ Biddulph	47.4%	45.6%	3.5%	-	3.5%	-
2. Marquardt Park	59.7%	29.9%	-	-	5.2%	5.2%
3. Fairway/ Brook Lane	56.3%	25.0%	12.5%	-	-	6.3%
4. Tiedeman	57.1%	28.6%	-	7.1%	7.1%	-
5. Winter/ Sunset	59.3%	33.3%	-	3.7%	-	3.7%
6. Roadoan/ Outlook	42.0%	46.9%	1.2%	-	3.7%	6.2%
7. Memphis/ Ridge	43.5%	45.7%	2.2%	-	6.5%	2.2%
8. Brooklyn Acres	50.0%	35.7%	-	-	7.1%	7.1%
9. Westbrook/ Dawnclyff	55.3%	29.8%	4.3%	-	10.6%	-
Brooklyn Total	50.9%	38.0%	2.1%	0.5%	5.0%	3.4%

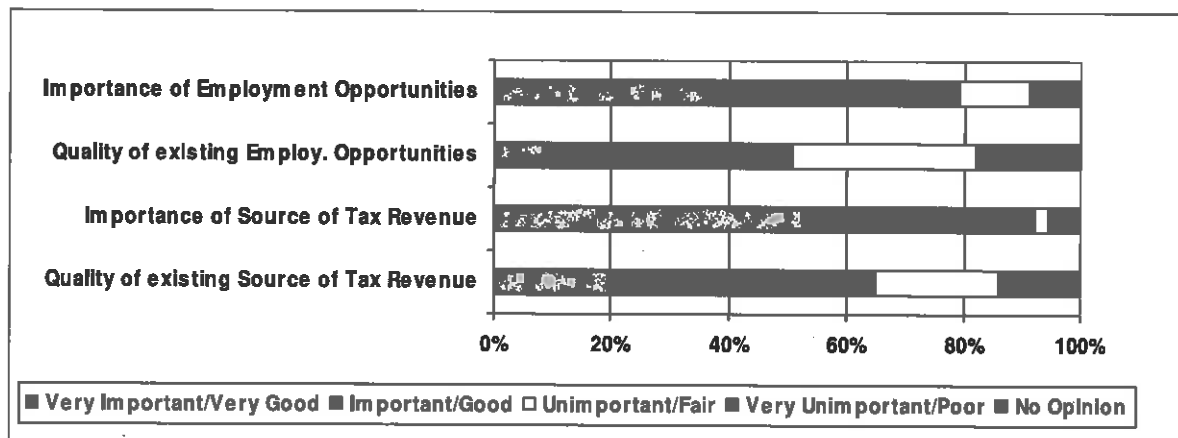
Question 6: How do you rate the quality of existing business and industry in our City? (~367 respondents)

Respondents were also asked to rate the quality of employment opportunities and the source of tax revenue in the City. Survey respondents considered the existing quality of both to be "Good". Community-wide and each of the nine neighborhoods reported an above average score, averaging 40%. Approximately 30% of survey respondents rated existing employment opportunities as "Average/Fair". The quality of existing tax revenue sources was equally considered both "Very Good" (19.5%) and "Average" (20.3%) by survey respondents.

Question 6:

	Very Good	Good	Average/ Fair	Poor	No Opinion	No Response
EMPLOYMENT OPPORTUNITIES						
1. Ridge Park/ Biddulph	14.0%	49.1%	26.3%	3.5%	7.0%	-
2. Marquardt Park	6.5%	40.3%	31.2%	-	16.9%	5.2%
3. Fairway/ Brook Lane	6.3%	18.8%	25.0%	6.3%	37.5%	6.3%
4. Tiedeman	7.1%	57.1%	35.7%	-	-	-
5. Winter/ Sunset	3.7%	55.6%	14.8%	-	22.2%	3.7%
6. Rodoan/ Outlook	7.4%	35.8%	34.6%	4.9%	13.6%	3.7%
7. Memphis/ Ridge	4.3%	37.0%	37.0%	-	15.2%	6.5%
8. Brooklyn Acres	21.4%	50.0%	14.3%	14.3%	-	-
9. Westbrook/ Dawnclyff	12.8%	34.0%	31.9%	2.1%	19.1%	-
Brooklyn Total	8.7%	40.6%	30.1%	2.6%	14.8%	3.2%
SOURCE OF TAX REVENUE						
1. Ridge Park/ Biddulph	22.8%	52.6%	12.3%	3.5%	7.0%	1.8%
2. Marquardt Park	16.9%	44.2%	22.1%	-	11.7%	5.2%
3. Fairway/ Brook Lane	25.0%	18.8%	12.5%	12.5%	25.0%	6.3%
4. Tiedeman	28.6%	42.9%	21.4%	-	7.1%	-
5. Winter/ Sunset	29.6%	44.4%	18.5%	-	3.7%	3.7%
6. Rodoan/ Outlook	13.6%	46.9%	27.2%	-	8.6%	3.7%
7. Memphis/ Ridge	15.2%	39.1%	23.9%	2.2%	15.2%	4.3%
8. Brooklyn Acres	21.4%	57.1%	14.3%	-	7.1%	-
9. Westbrook/ Dawnclyff	23.4%	31.9%	17.0%	4.3%	23.4%	-
Brooklyn Total	19.5%	43.3%	20.3%	1.8%	11.9%	3.2%

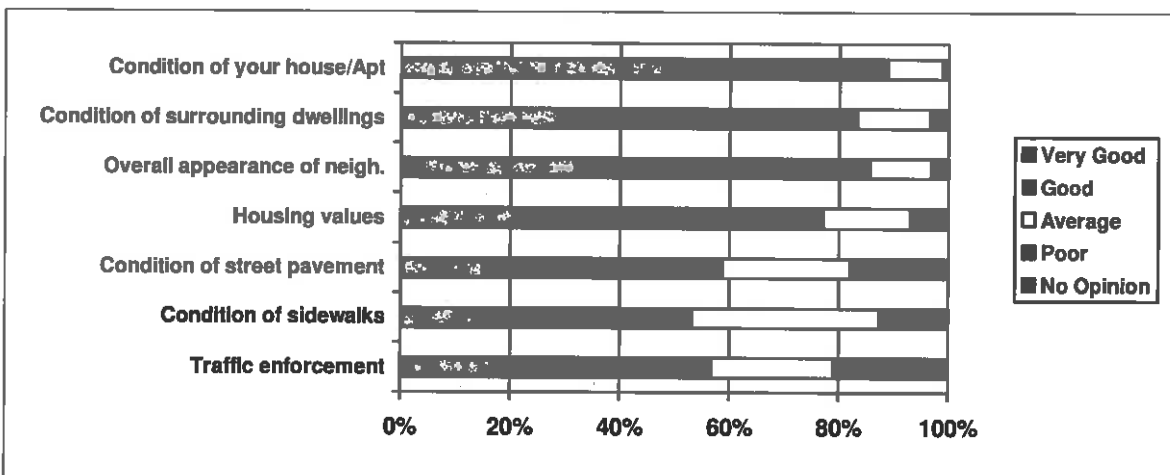
Questions 5 & 6:



Question 7: How do you rate the following features or characteristics of your current place of residence and your neighborhood? (~369 respondents)

Most respondents rated features of their current place of residence and neighborhood positively. The majority of respondents rated their housing and neighborhood features as “Good”. Close to half of all survey respondents rated the condition of their house/apartment as “Very Good”, while the condition of sidewalks was rated “Average” the most often.

	Very Good	Good	Average/ Fair	Poor	No Opinion	No Response
Condition of your house/apartment	47.5%	39.1%	9.8%	0.8%	0.3%	2.6%
Condition of surrounding dwellings	29.8%	50.7%	12.9%	3.2%	-	3.4%
Overall appearance of neighborhood	31.1%	52.5%	10.8%	2.9%	0.3%	2.4%
Housing values	20.3%	54.6%	15.3%	1.3%	5.5%	2.9%
Condition of the street pavement	19.0%	38.3%	22.7%	17.2%	0.3%	2.6%
Condition of the sidewalks	14.8%	37.5%	33.5%	12.1%	0.3%	1.8%
Traffic enforcement on your street	18.2%	36.9%	21.6%	15.6%	4.7%	2.9%



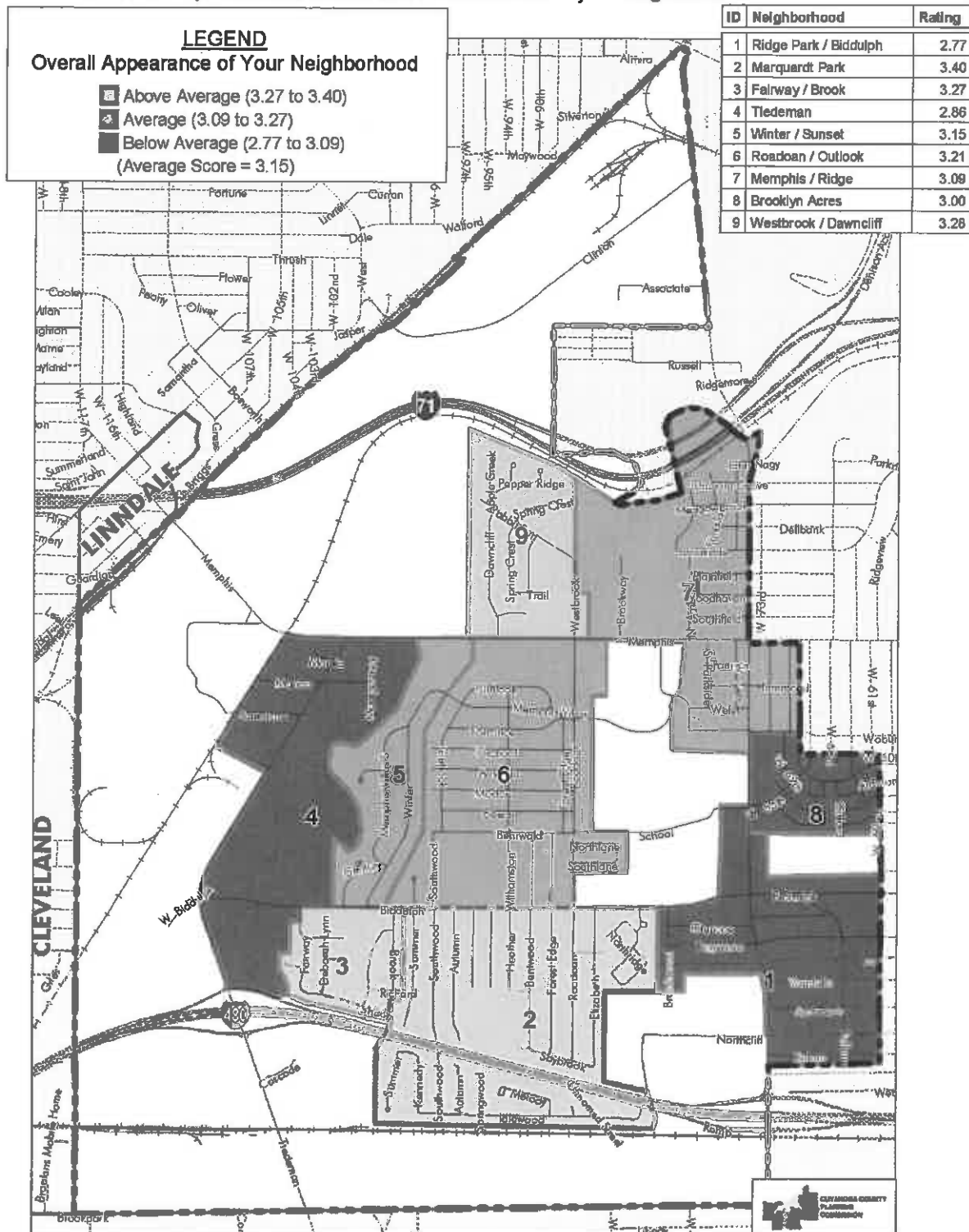
When broken out by neighborhood, respondents in the Fairway/Brook Lane neighborhood rated their home and neighborhood characteristics the highest. More than 81% of these respondents considered their place of residence and neighborhood as "Very Good". Most neighborhoods rated traffic enforcement on their streets as "Poor", especially in the Ridge Park/Biddulph and Tiedeman Road neighborhoods.

Question 7: RESPONSES BY NEIGHBORHOOD

	Very Good	Good	Average/ Fair	Poor	No Opinion	No Response
1. Ridge Park/Biddulph						
Condition of house/apartment complex	43.9%	40.4%	14.0%	-	1.8%	-
Condition of surrounding dwellings	10.5%	59.6%	26.3%	3.5%	-	-
Overall appearance of neighborhood	14.0%	54.4%	26.3%	5.3%	-	-
Housing values	12.3%	57.9%	28.1%	1.8%	-	-
Condition of the street pavement	14.0%	35.1%	24.6%	26.3%	-	-
Condition of the sidewalks	10.5%	26.3%	42.1%	21.1%	-	-
Traffic enforcement on your street	8.8%	22.8%	36.8%	28.1%	3.5%	-
2. Marquardt Park						
Condition of house/apartment complex	58.4%	32.5%	3.9%	-	-	5.2%
Condition of surrounding dwellings	48.1%	40.3%	3.9%	-	7.8%	-
Overall appearance of neighborhood	45.5%	42.9%	5.2%	1.3%	-	5.2%
Housing values	24.7%	53.2%	10.4%	1.3%	3.9%	6.5%
Condition of the street pavement	14.3%	33.8%	27.3%	19.5%	-	5.2%
Condition of the sidewalks	19.5%	37.7%	32.5%	6.5%	-	3.9%
Traffic enforcement on your street	19.5%	44.2%	19.5%	7.8%	5.2%	3.9%
3. Fairway/Brook Lane						
Condition of house/apartment complex	81.3%	6.3%	6.3%	-	-	6.3%
Condition of surrounding dwellings	62.5%	25.0%	6.3%	-	6.3%	-
Overall appearance of neighborhood	37.5%	43.8%	12.5%	-	-	6.3%
Housing values	37.5%	43.8%	12.5%	-	-	6.3%
Condition of the street pavement	12.5%	25.0%	37.5%	18.8%	-	6.3%
Condition of the sidewalks	6.3%	31.3%	43.8%	12.5%	-	6.3%
Traffic enforcement on your street	25.0%	31.3%	6.3%	18.8%	6.3%	12.5%
4. Tiedeman Rd Area						
Condition of house/apartment complex	50.0%	42.9%	7.1%	-	-	-
Condition of surrounding dwellings	7.1%	71.4%	14.3%	7.1%	-	-
Overall appearance of neighborhood	14.3%	57.1%	28.6%	-	-	-
Housing values	14.3%	64.3%	14.3%	-	-	7.1%
Condition of the street pavement	21.4%	57.1%	21.4%	-	-	-
Condition of the sidewalks	21.4%	50.0%	28.6%	-	-	-
Traffic enforcement on your street	21.4%	42.9%	7.1%	28.6%	-	-
5. Winter/Sunset Roads						
Condition of house/apartment complex	63.0%	33.3%	3.7%	-	-	-
Condition of surrounding dwellings	37.0%	48.1%	11.1%	3.7%	-	-
Overall appearance of neighborhood	29.6%	59.3%	7.4%	3.7%	-	-
Housing values	22.2%	63.0%	14.8%	-	-	-
Condition of the street pavement	29.6%	48.1%	11.1%	11.1%	-	-
Condition of the sidewalks	11.1%	48.1%	29.6%	7.4%	3.7%	-
Traffic enforcement on your street	22.2%	25.9%	33.3%	11.1%	7.4%	-

6. Rodoan/Outlook						
Condition of house/apartment complex	43.2%	35.8%	14.8%	1.2%	-	4.9%
Condition of surrounding dwellings	27.2%	49.4%	13.6%	4.9%	4.9%	
Overall appearance of neighborhood	32.1%	54.3%	7.4%	2.5%	-	3.7%
Housing values	24.7%	51.9%	12.3%	1.2%	6.2%	3.7%
Condition of the street pavement	16.0%	45.7%	19.8%	13.6%	1.2%	3.7%
Condition of the sidewalks	8.6%	37.0%	37.0%	13.6%	-	3.7%
Traffic enforcement on your street	16.0%	42.0%	22.2%	13.6%	1.2%	4.9%
7. Memphis/Ridge						
Condition of house/apartment complex	34.8%	50.0%	10.9%	2.2%	-	2.2%
Condition of surrounding dwellings	17.4%	60.9%	17.4%	2.2%	2.2%	100.1%
Overall appearance of neighborhood	21.7%	65.2%	8.7%	2.2%	-	2.2%
Housing values	10.9%	69.6%	13.0%	2.2%	2.2%	2.2%
Condition of the street pavement	32.6%	37.0%	23.9%	6.5%	-	-
Condition of the sidewalks	17.4%	41.3%	34.8%	6.5%	-	-
Traffic enforcement on your street	19.6%	34.8%	13.0%	21.7%	6.5%	4.3%
8. Brooklyn Acres						
Condition of house/apartment complex	35.7%	50.0%	14.3%	-	-	-
Condition of surrounding dwellings	35.7%	35.7%	28.6%	-	-	-
Overall appearance of neighborhood	35.7%	42.9%	7.1%	14.3%	-	-
Housing values	21.4%	42.9%	21.4%	7.1%	7.1%	-
Condition of the street pavement	7.1%	21.4%	28.6%	42.9%	-	-
Condition of the sidewalks	14.3%	35.7%	21.4%	28.6%	-	-
Traffic enforcement on your street	28.6%	28.6%	28.6%	14.3%	-	-
9. Westbrook/Dawncliff						
Condition of house/apartment complex	36.2%	53.2%	8.5%	2.1%	-	-
Condition of surrounding dwellings	29.8%	57.4%	4.3%	6.4%	2.1%	
Overall appearance of neighborhood	38.3%	51.1%	6.4%	2.1%	2.1%	-
Housing values	19.1%	42.6%	14.9%	-	23.4%	-
Condition of the street pavement	23.4%	36.2%	17.0%	19.1%	-	4.3%
Condition of the sidewalks	23.4%	40.4%	21.3%	14.9%	-	-
Traffic enforcement on your street	21.3%	44.7%	14.9%	8.5%	10.6%	-

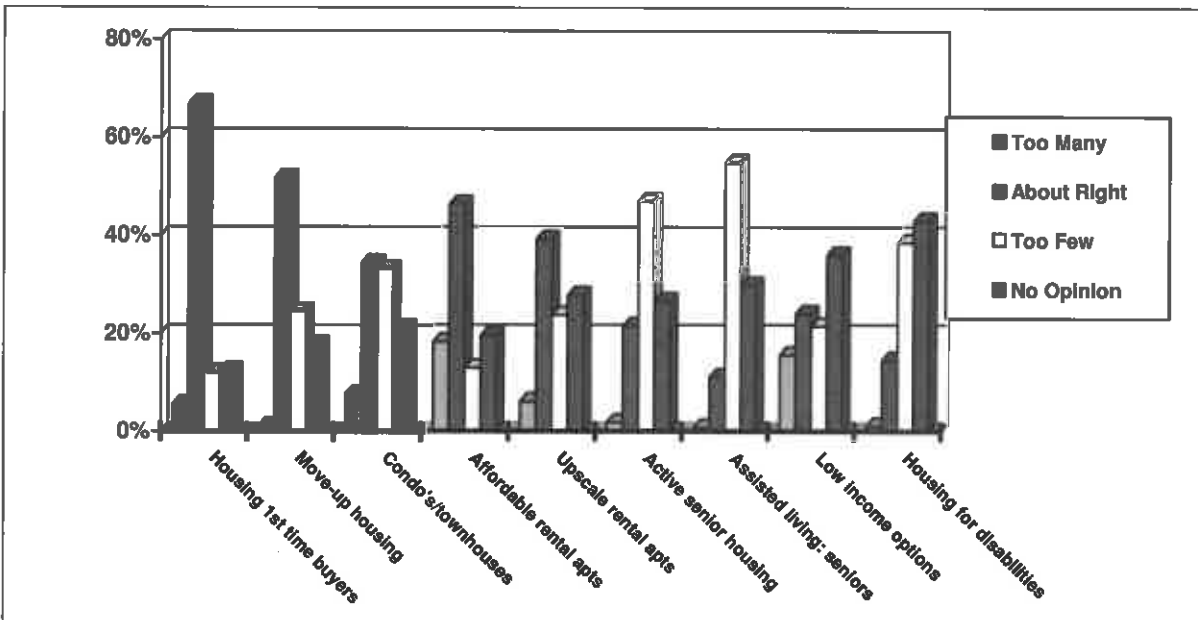
2004 Brooklyn Community Survey:
Question 7: How do you rate the OVERALL APPEARANCE of your neighborhood?



Question 8: When you think about the current amount and types of housing options in Brooklyn, do you think there are too many, too few, or about the right amount of each type?
(~366 respondents)

Most survey respondents thought housing options were "About Right" including first time home buyers housing (66.8%), move-up housing for second time buyers (51.7%), affordable rental apartments (46.4%), upscale rental apartments (39.1%), and condominiums/townhouses (34.3%). Respondents felt there was "Too Few" active senior housing (47.0%) and assisted living for seniors (54.9%) however. The two housing options that the majority of respondents had "No Opinion" included low income housing and housing for people with disabilities.

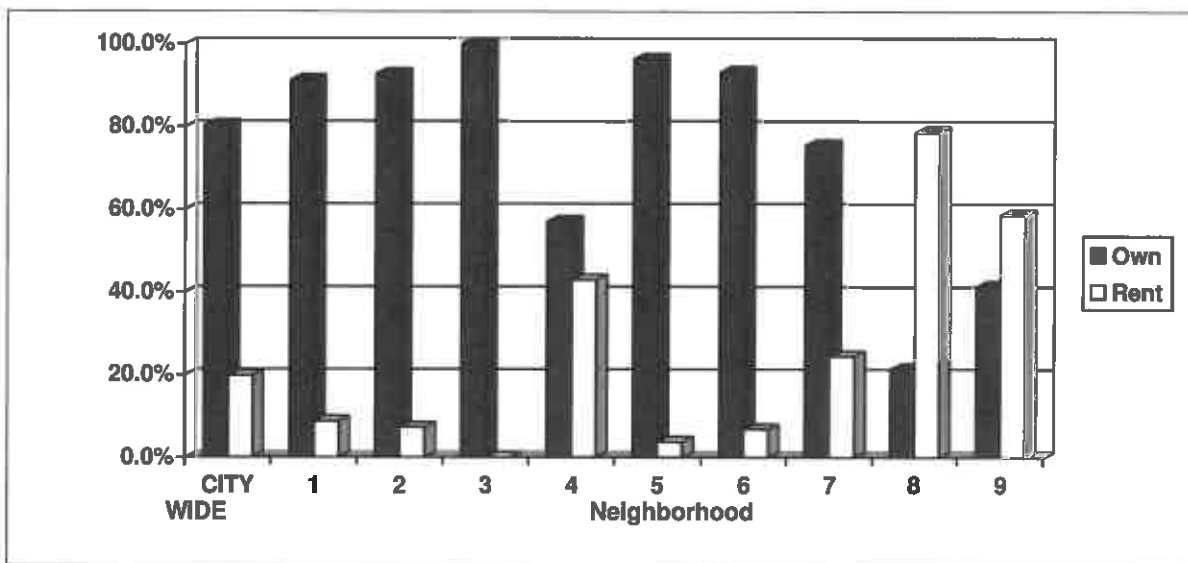
	Too Many	About Right	Too Few	No Opinion	No Response
Housing for first time home buyers	5.5%	66.8%	12.1%	12.4%	3.2%
Move-up housing for second time buyers	1.1%	51.7%	24.5%	17.7%	5.0%
Condominiums/townhouses for all ages	7.7%	34.3%	33.2%	21.1%	3.7%
Affordable rental apartments	18.2%	46.4%	12.9%	19.5%	2.9%
Upscale rental apartments	6.1%	39.1%	23.7%	27.7%	3.4%
Active senior housing	1.8%	21.4%	47.0%	26.6%	3.2%
Assisted living for seniors	0.8%	11.1%	54.9%	29.8%	3.4%
Low-income housing options	15.6%	24.0%	21.4%	35.9%	3.2%
Housing for people with disabilities	1.1%	14.5%	38.5%	43.0%	2.9%



Question 9: Do you own or rent your current place of residence? (361 respondents)

Community-wide, more than three-quarters of all survey respondents owned their current place of residence (80.3%). In terms of respondents within each of the neighborhoods, the Fairway/Brook Lane neighborhood is exclusively homeowners and is one of seven neighborhoods where housing is predominantly owner-occupied. Both the Westbrook/Dawncliff and Brooklyn Acres neighborhood respondents predominantly identified themselves as renters.

	Own	Rent
1. Ridge Park/ Biddulph	91.2%	8.8%
2. Marquardt Park	92.8%	7.2%
3. Fairway/ Brook Lane	100.0%	-
4. Tiedeman	57.1%	42.9%
5. Winter/ Sunset	96.3%	3.7%
6. Radoan/ Outlook	93.2%	6.8%
7. Memphis/ Ridge	75.6%	24.4%
8. Brooklyn Acres	21.4%	78.6%
9. Westbrook/ Dawncliff	41.3%	58.7%
Brooklyn Total	80.3%	19.7%

Question 9: BY NEIGHBORHOOD

Question 10: If you own your place of residence, have you recently made or thought about making any of the following home improvements?

There was a high "No Response" rate for this question which asked about home improvements. Of those that answered, the majority of respondents replied that they had done the following improvements within the past three years: enhancing the house's curb appeal (34.3%) and remodeling the interior (25.9%). Of the remaining home improvements, the majority of survey respondents had either completed them more than three years ago or had not considered doing them: putting on a room addition (31.4%), upgrading the electrical (30.9%), installing central air conditioning (30.1%), painting/siding the exterior (21.6%), or improving/enlarging the garage and/or driveway (26.4%). Of note, the second highest percentage of respondents reported that a room addition "Does not Apply".

	Done in the last three years	Planned for next 12 months	Thought about it, but no immediate plans	Never thought about, not needed, or completed > 3 yrs	Does not apply	No Response
Enhance house's curb appeal (landscaping, etc...)	34.3%	8.4%	15.8%	14.0%	4.2%	23.2%
Remodel the interior	25.9%	8.4%	16.4%	18.5%	5.5%	25.3%
Repaint/siding exterior of house	18.5%	6.3%	10.3%	21.6%	18.2%	25.1%
Upgrade the electrical system	19.0%	2.4%	13.2%	30.9%	10.3%	24.3%
Install central air conditioning	16.4%	1.1%	9.8%	30.1%	17.9%	24.8%
Put on room addition	1.6%	0.3%	12.4%	31.4%	28.8%	25.6%
Improve/enlarge garage and/or driveway	13.5%	5.5%	14.5%	26.4%	16.4%	23.7%
Other	2.4%	1.1%	0.3%	0.3%	0.3%	95.8%

The detailed results by neighborhood show similarities to the community-wide findings. Respondents that reported the least amount of recent improvements lived in the Brooklyn Acres and Westbrook/Dawncliff neighborhoods. The Winter/Sunset, Fairway/Brook Lane neighborhoods and the Ridge Park/Biddulph neighborhoods made the most improvements in the last three years.

Question 10: BY NEIGHBORHOOD

	Done in the last three years	Planned for next 12 months	Thought about it, no immediate plans	Never thought about, not needed, or completed > 3 yrs	Does not apply	No Response
1. Ridge Park/Biddulph						
Enhance house's curb appeal	38.6%	12.3%	21.1%	15.8%	1.8%	10.5%
Remodel the interior	31.6%	12.3%	19.3%	22.8%	5.3%	8.8%
Repaint/siding exterior of house	38.6%	3.5%	19.3%	21.1%	7.0%	10.5%
Upgrade electrical system	24.6%	3.5%	17.5%	38.6%	7.0%	8.8%
Install central air conditioning	19.3%	5.3%	15.8%	33.3%	15.8%	10.5%
Put on room addition	1.8%	-	14.0%	42.1%	28.1%	14.0%
Improve, enlarge garage and/or driveway	19.3%	7.0%	21.1%	26.3%	15.8%	10.5%

	Done in the last three years	Planned for next 12 months	Thought about it, no immediate plans	Never thought about, not needed, or completed > 3 yrs	Does not apply	No Response
2. Marquardt Park						
Enhance house's curb appeal	32.5%	9.1%	15.6%	26.0%	5.2%	11.7%
Remodel the interior	27.3%	9.1%	19.5%	23.4%	7.8%	13.0%
Repaint/siding exterior of house	22.1%	2.6%	7.8%	24.7%	28.6%	14.3%
Upgrade electrical system	14.3%	1.3%	16.9%	42.9%	11.7%	13.0%
Install central air conditioning	18.2%	1.3%	7.8%	37.7%	19.5%	15.6%
Put on room addition	1.3%	-	10.4%	33.8%	39.0%	15.6%
Improve, enlarge garage/driveway	9.1%	7.8%	11.7%	37.7%	22.1%	11.7%
3. Fairway/Brook Lane						
Enhance house's curb appeal	62.5%	-	18.8%	12.5%	6.3%	-
Remodel the interior	31.3%	12.5%	25.0%	12.5%	6.3%	12.5%
Repaint/siding exterior of house	18.8%	-	6.3%	18.8%	56.3%	-
Upgrade electrical system	6.3%	-	25.0%	25.0%	31.3%	12.5%
Install central air conditioning	6.3%	-	12.5%	6.3%	68.8%	6.3%
Put on room addition	6.3%	-	18.8%	37.5%	37.5%	-
Improve, enlarge garage/driveway	37.5%	-	18.8%	31.3%	12.5%	-
4. Tiedeman						
Enhance house's curb appeal	42.9%	7.1%		7.1%	7.1%	35.7%
Remodel the interior	35.7%	7.1%	-	7.1%	-	50.0%
Repaint/siding exterior of house	14.3%	7.1%	7.1%	14.3%	14.3%	42.9%
Upgrade electrical system	21.4%	-	14.3%	7.1%	14.3%	42.9%
Install central air conditioning	28.6%	-	7.1%	21.4%	-	42.9%
Put on room addition	-	-	7.1%	14.3%	28.6%	50.0%
Improve, enlarge garage/driveway	-	-	-	35.7%	21.4%	42.9%
5. Winter/Sunset						
Enhance house's curb appeal	66.7%	3.7%	14.8%	7.4%	3.7%	3.7%
Remodel the interior	40.7%	3.7%	14.8%	29.6%	3.7%	7.4%
Repaint/siding exterior of house	40.7%	7.4%	11.1%	22.2%	14.8%	3.7%
Upgrade electrical system	37.0%	-	11.1%	40.7%	7.4%	3.7%
Install central air conditioning	25.9%	-	3.7%	48.1%	14.8%	7.4%
Put on room addition	3.7%	-	22.2%	37.0%	33.3%	3.7%
Improve, enlarge garage/driveway	22.2%	7.4%	14.8%	33.3%	18.5%	3.7%

	Done in the last three years	Planned for next 12 months	Thought about it, no immediate plans	Never thought about, not needed, or completed > 3 yrs	Does not apply	No Response
6. Rodoan/Outlook						
Enhance house's curb appeal	32.1%	11.1%	24.7%	11.1%	2.5%	18.5%
Remodel the interior	23.5%	9.9%	21.0%	19.8%	4.9%	21.0%
Repaint/siding exterior of house	9.9%	11.1%	16.0%	27.2%	13.6%	22.2%
Upgrade electrical system	22.2%	4.9%	8.6%	32.1%	13.6%	18.5%
Install central air conditioning	18.5%	-	14.8%	33.3%	14.8%	18.5%
Put on room addition	1.2%	-	13.6%	35.8%	29.6%	19.8%
Improve, enlarge garage/driveway	13.6%	4.9%	21.0%	23.5%	17.3%	19.8%
7. Memphis/Ridge						
Enhance house's curb appeal	30.4%	8.7%	8.7%	17.4%	6.5%	28.3%
Remodel the interior	26.1%	10.9%	15.2%	15.2%	4.3%	28.3%
Repaint/siding exterior of house	8.7%	13.0%	8.7%	26.1%	17.4%	26.1%
Upgrade electrical system	26.1%	2.2%	10.9%	28.3%	6.5%	26.1%
Install central air conditioning	17.4%	-	10.9%	26.1%	19.6%	26.1%
Put on room addition	2.2%	2.2%	13.0%	34.8%	19.6%	28.3%
Improve, enlarge garage/driveway	13.0%	8.7%	13.0%	23.9%	13.0%	28.3%
8. Brooklyn Acres						
Enhance house's curb appeal	14.3%	-	-	-	7.1%	78.6%
Remodel the interior	7.1%	-	-	7.1%	7.1%	78.6%
Repaint/siding exterior of house	-	-	-	-	21.4%	78.6%
Upgrade electrical system	-	-	14.3%	-	7.1%	78.6%
Install central air conditioning	-	-	7.1%	7.1%	7.1%	78.6%
Put on room addition	-	-	-	-	21.4%	78.6%
Improve, enlarge garage/driveway	-	-	-	7.1%	14.3%	78.6%
9. Westbrook/Dawncliff						
Enhance house's curb appeal	14.9%	6.4%	10.6%	4.3%	4.3%	59.6%
Remodel the interior	12.8%	2.1%	8.5%	8.5%	6.4%	61.7%
Repaint/siding exterior of house	6.4%	4.3%	-	12.8%	12.8%	63.8%
Upgrade electrical system	6.4%	2.1%	8.5%	14.9%	4.3%	63.8%
Install central air conditioning	4.3%	-	-	19.1%	14.9%	61.7%
Put on room addition	-	-	8.5%	12.8%	17.0%	61.7%
Improve, enlarge garage/driveway	8.5%	2.1%	8.5%	12.8%	8.5%	59.6%

Question 11: If you thought about making a home improvement, but don't plan to make it in the next 12 months, please indicate why.

Question 11 was a follow-up to Question 10 and asked about reasons why respondents are not planning to make various home improvements. While the response rate was extremely low, the reasons most cited by respondents were lack of money or financial reasons, decided improvement was not needed and that the improvements did not apply.

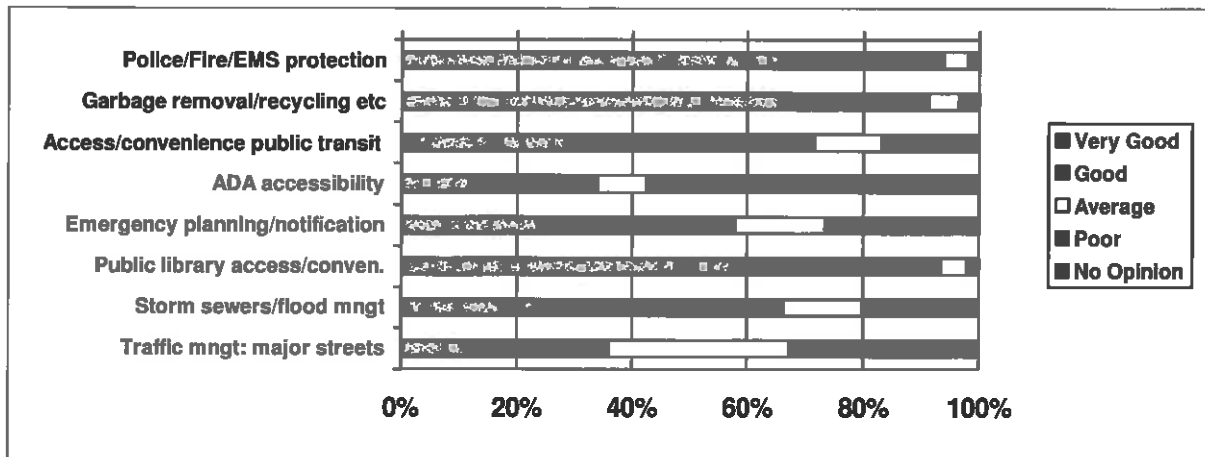
	Don't have the time	Don't have the money	Not worth investment	Plan to move soon	Decided not needed	Other	Does not apply	No Response
Enhance house's curb appeal (landscaping, etc)	0.8%	3.4%	0.5%	-	2.9%	2.4%	7.7%	82.3%
Remodel the interior	1.6%	3.2%	0.8%	0.3%	5.5%	1.3%	5.0%	82.3%
Repaint/siding exterior of house	-	2.6%	-	-	4.2%	1.6%	9.2%	82.3%
Upgrade electrical system	-	2.1%	-	-	4.2%	3.2%	7.9%	82.6%
Install central air conditioning	-	2.4%	-	-	2.4%	2.4%	10.3%	82.6%
Put on room addition	-	0.8%	-	-	5.5%	1.6%	9.2%	82.8%
Improve, enlarge garage and/or driveway	-	4.5%	-	-	3.7%	2.9%	6.9%	82.1%
Other	-	0.3%	-	-	-	-	-	99.7%

Question 12: How do you rate the following city services? (~357 respondents)

Respondents were asked to rate the following city services. The majority of municipal services were rated "Very Good" by respondents. The top three services rated by survey respondents were garbage/recycling/leaf/snow removal (63.3%), police & fire protection and EMS (63.1%), and public library access/convenience (55.1%). Other city services rated as "Good" include storm sewer/flood management (40.6%), access/convenience to public transit (36.9%), and emergency planning/notification (31.7%). Traffic management had the highest unfavorable rating with 30.1% as "Poor" and 29.8% as "Average/Fair".

	Very Good	Good	Average/Fair	Poor	No Opinion	No Response
Police protection/ fire protection/ emergency medical service	63.1%	27.2%	4.0%	0.8%	1.1%	4.0%
Garbage removal/ removal of recyclables/ leaf pickup/ yard waste removal/ snow removal on public streets	63.3%	24.5%	5.0%	2.4%	1.1%	3.7%
Access/convenience to public transit	31.1%	36.9%	10.8%	3.2%	12.9%	5.0%
ADA accessibility	10.3%	19.3%	7.4%	2.1%	48.0%	12.9%
Emergency planning/notification to residents	22.2%	31.7%	14.5%	6.1%	18.7%	6.9%
Public library access/convenience	55.1%	34.3%	4.2%	0.5%	1.6%	4.2%
Storm sewers/flood management	21.9%	40.6%	12.7%	6.6%	12.4%	5.8%
Traffic management on major streets like Ridge, Tiedeman, Brookpark, Memphis	10.6%	23.7%	29.8%	30.1%	1.1%	4.7%

Question 12:

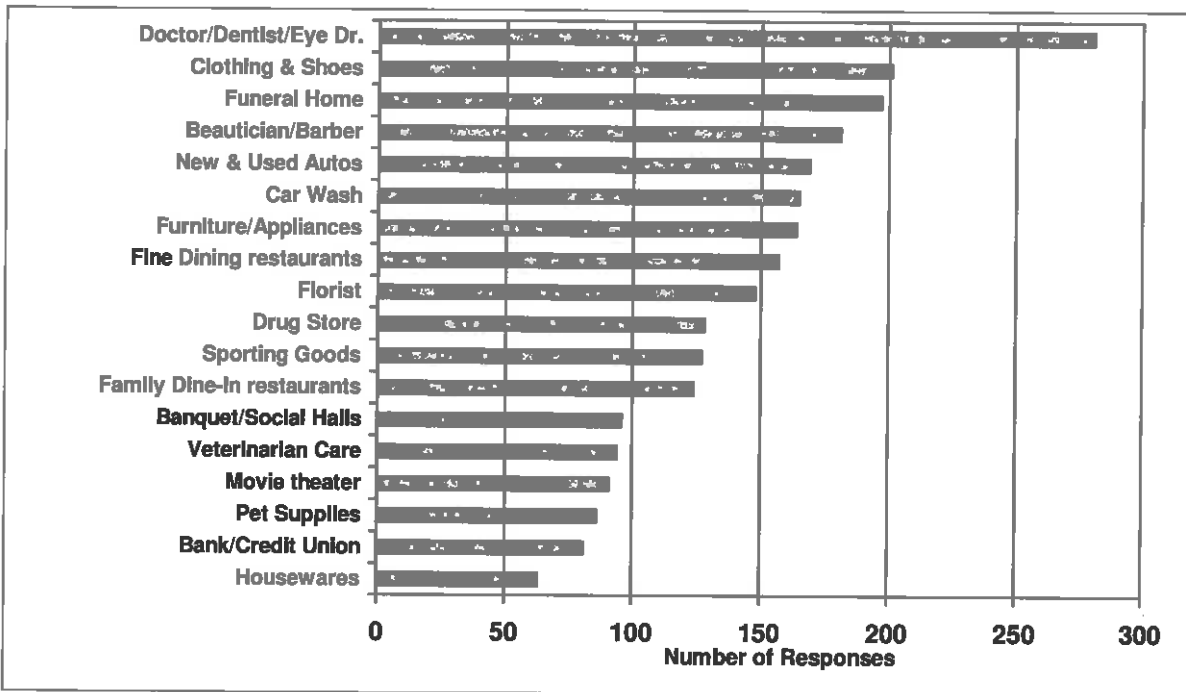


Question 13: Please check the types of goods and service you usually travel OUTSIDE of Brooklyn to obtain. (~367 respondents)

	Number of Responses	Percent of Responses
Doctor/Dentist/Optometrlist	281	74.1%
Clothing & Shoes	201	53.0%
Funeral Home	197	52.0%
Beautician/Barber	181	47.8%
New & Used Autos	169	44.6%
Car wash	165	43.5%
Furniture/Appliances	164	43.3%
Fine Dining Restaurants	157	41.4%
Florist	148	39.1%
Drug Store/Prescriptions	128	33.8%
Sporting Goods	127	33.5%
Family Dine-in Restaurant	124	32.7%
Gas Station/Auto Repair & Parts	116	30.6%
Banquet/Social Halls	96	25.3%
Veterinarian Care	94	24.8%
Movie Theaters	91	24.0%
Pet Supplies	86	22.7%
Bank/Credit Union	81	21.4%
Housewares	63	16.6%
Carry out/Fast food Restaurant	37	9.8%
Hardware/Home Improvement	35	9.2%
Dry Cleaners/Laundromat	32	8.4%
Lawn/Garden Supplies	32	8.4%
Child Care/Preschool	28	7.4%
Convenience food store	26	6.9%
Adult Day Care	25	6.6%
Grocery store	23	6.1%
Other	12	3.2%

Question 13 Cont.

The top goods and services that survey respondents said they traveled outside of Brooklyn was for doctor/dentist/optometrist office visits - approximately three quarters of all respondents. The second tier of responses includes clothing and shoes (53%), funeral home services (52%) and beautician/barber services (47.8%). Respondents noted many other goods and services that they usually travel outside the City for, but which could be just beyond Brooklyn's border in Cleveland and/or nearby communities.



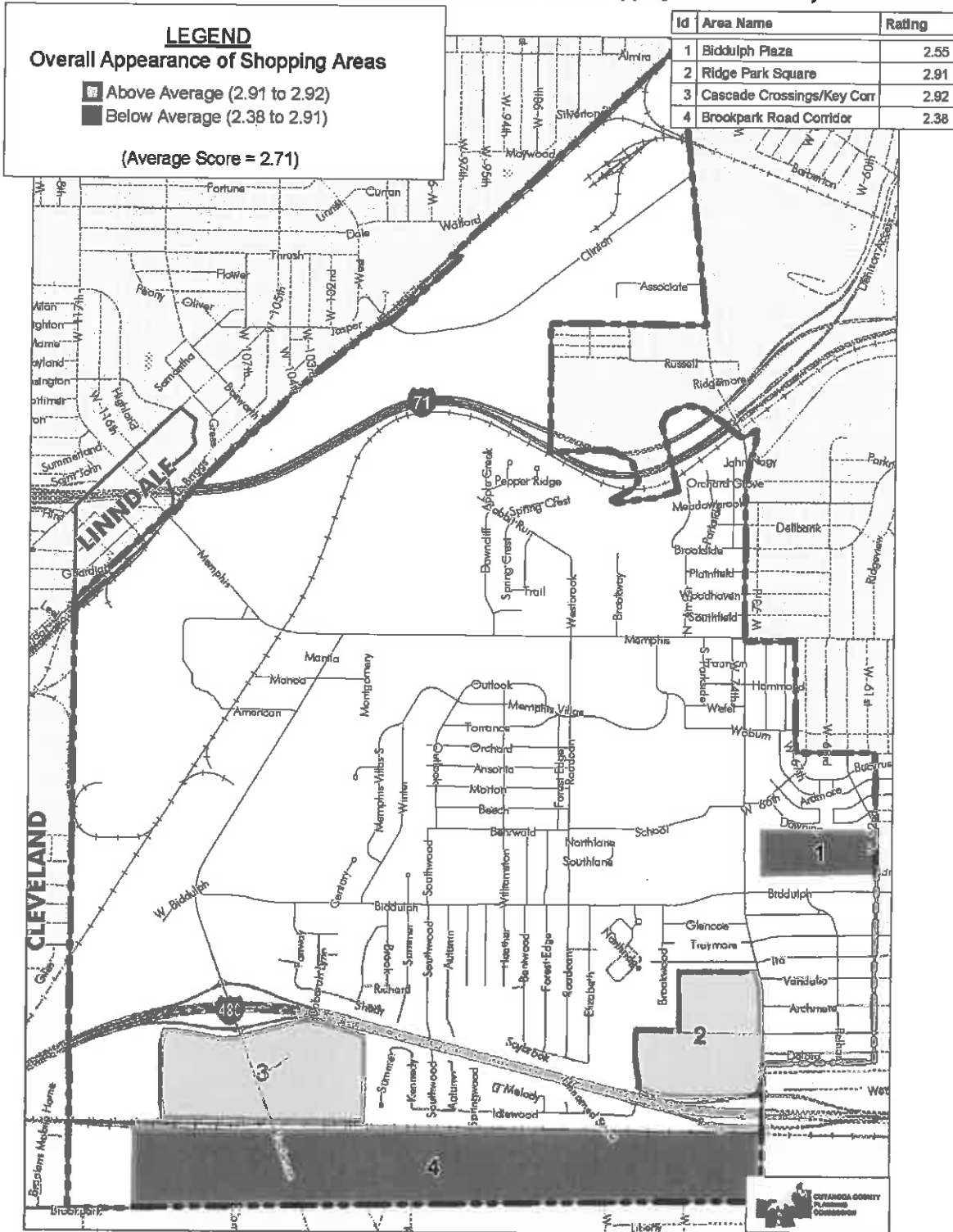
Question 14: How do you rate the following shopping areas in our City? (~360 respondents)

Overall, survey respondents rated Brooklyn's four major shopping areas as "Good". Ridge Park Square received the highest scoring in terms of storefront appearance and overall appearance, but the lowest for traffic management. Most shopping areas received "Poor" scores for amenities such as benches and signs, and traffic management. Many respondents cited the variety of goods and services at Biddulph Plaza as "Average" or "Poor".

	Very Good	Good	Fair	Poor	No Opinion	No Response
Biddulph Plaza						
Amount of parking	44.6%	45.9%	5.8%	0.5%	2.1%	1.1%
Variety of goods and services provided	10.6%	39.8%	33.5%	10.8%	2.6%	2.6%
Traffic management	12.7%	52.2%	23.0%	4.7%	4.7%	2.6%
Storefront appearance	8.7%	47.0%	32.5%	7.1%	2.6%	2.1%
Amenities (i.e. benches, signs, etc.)	4.2%	22.4%	39.8%	20.1%	10.3%	3.2%
Overall appearance of center	9.5%	42.5%	34.0%	9.0%	2.4%	2.6%
Ridge Park Square						
Amount of parking	24.3%	42.5%	19.5%	11.3%	1.1%	1.3%
Variety of goods and services provided	19.5%	55.9%	18.5%	3.2%	1.1%	1.8%
Traffic management	8.4%	33.5%	26.9%	26.4%	2.6%	2.1%
Storefront appearance	17.9%	61.7%	14.0%	1.8%	1.3%	3.2%
Amenities (i.e. benches, signs, etc.)	6.3%	34.6%	32.2%	14.8%	8.7%	3.4%
Overall appearance of center	15.8%	58.6%	19.5%	2.6%	1.1%	2.4%
Cascade Crossings/Key Commons						
Amount of parking	13.5%	46.2%	12.1%	2.9%	20.6%	4.7%
Variety of goods and services provided	8.2%	35.4%	23.2%	5.8%	21.9%	5.5%
Traffic management	5.5%	26.9%	28.0%	15.0%	19.5%	5.0%
Storefront appearance	13.2%	48.8%	10.6%	2.1%	19.8%	5.5%
Amenities (i.e. benches, signs, etc.)	5.3%	25.9%	26.1%	8.2%	28.8%	5.8%
Overall appearance of center	12.9%	47.2%	14.2%	2.4%	17.4%	5.8%
Brookpark Road Corridor						
Amount of parking	12.4%	33.5%	18.5%	2.1%	24.5%	9.0%
Variety of goods and services provided	6.6%	35.4%	22.4%	4.2%	21.6%	9.8%
Traffic management	4.7%	24.0%	27.2%	14.5%	20.1%	9.5%
Storefront appearance	4.2%	27.4%	31.7%	4.5%	22.4%	9.8%
Amenities (i.e. benches, signs, etc.)	3.2%	16.9%	23.5%	16.4%	29.6%	10.6%
Overall appearance of center	4.5%	23.7%	29.8%	7.9%	22.4%	11.6%

2004 Brooklyn Community Survey:

Question 14: How do you rate the OVERALL APPEARANCE of shopping areas in our city?



Question 15: What level of importance do you place on each of the following regarding the manufacturing/ industrial areas of our City? (~371 respondents)

Question 15 asked survey respondents to rate the importance of certain aspects of the manufacturing/ industrial areas of the City. Most respondents put a heavy importance of the three factors given. The majority of respondents reported that both the condition of buildings and screening of outdoor storage were "Important", while property maintenance was considered "Very Important".

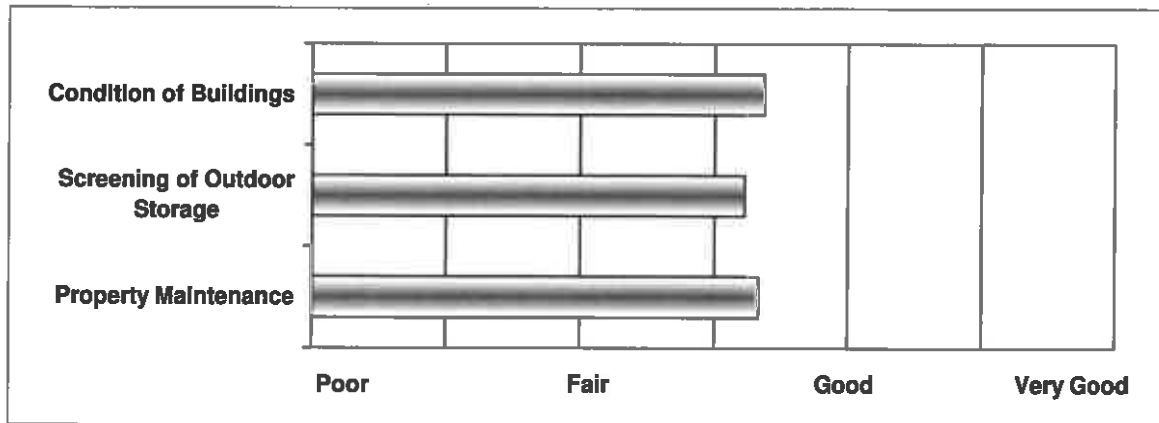
	Very Important	Important	Un-important	Very Un-Important	No Opinion	No Response
Condition of buildings	40.9%	47.0%	2.6%	0.3%	7.1%	2.1%
Screening of outdoor storage	34.8%	45.1%	6.1%	0.3%	11.3%	2.4%
Property maintenance	49.3%	40.1%	1.8%	0.3%	6.3%	2.1%

Question 16: Please rate the quality of the existing industrial/manufacturing areas in our City. (~360 respondents)

Respondents were then asked to rate the quality of the existing the manufacturing/ industrial areas of the City. Of the four main concentrations of manufacturing/industrial activity, respondents consistently rated the condition of buildings, screening of outdoor storage and property maintenance as "Good".

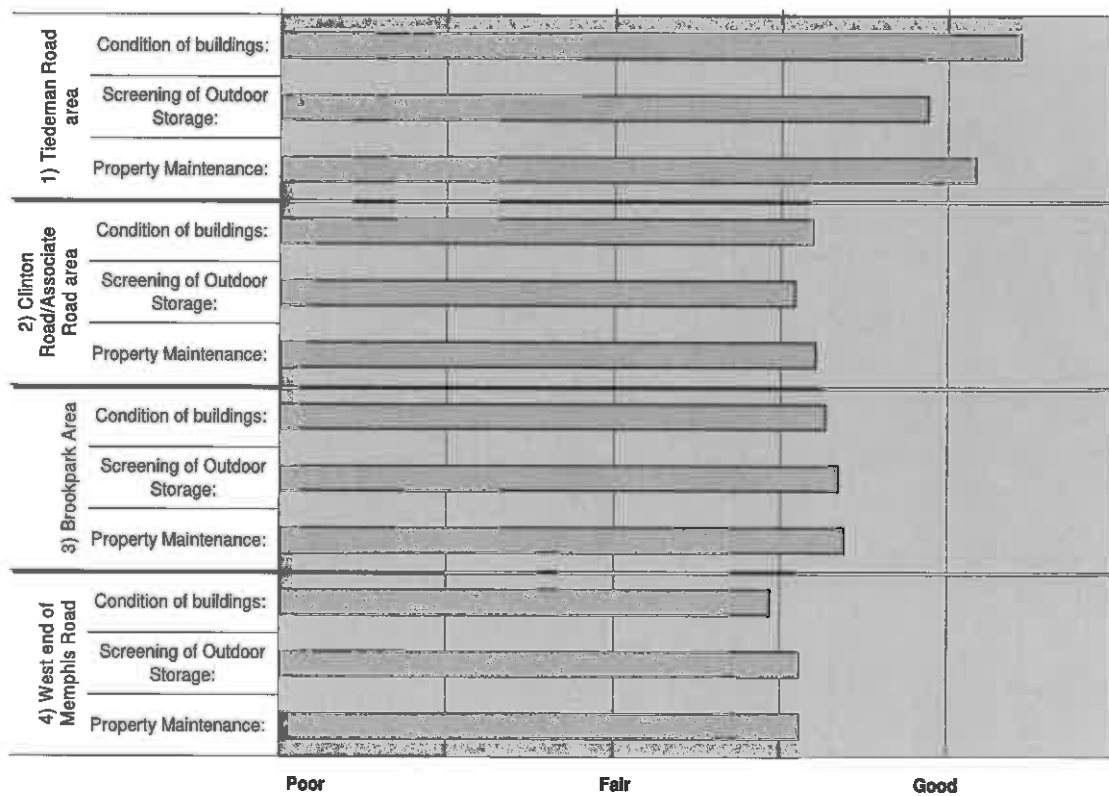
	Very Good	Good	Fair	Poor	No Opinion	No Response
Condition of buildings:						
1) Tiedeman Road area	29.8%	54.9%	8.2%	1.1%	3.7%	2.4%
2) Clinton Road/Associate Road area	4.7%	33.2%	29.0%	4.8%	24.5%	3.7%
3) Brookpark Area	5.8%	45.4%	35.1%	3.4%	7.4%	2.9%
4) West end of Memphis Road	4.0%	33.2%	40.1%	10.8%	9.0%	2.9%
Screening of Outdoor Storage:						
1) Tiedeman Road area	12.1%	39.1%	14.2%	1.8%	26.1%	6.6%
2) Clinton Road/Associate Road area	2.6%	24.8%	23.2%	4.7%	36.9%	7.7%
3) Brookpark Area	4.7%	35.1%	21.6%	5.0%	26.6%	6.9%
4) West end of Memphis Road	3.2%	29.0%	24.5%	6.9%	27.7%	8.7%
Property Maintenance:						
1) Tiedeman Road area	22.4%	52.0%	14.0%	1.1%	6.9%	3.7%
2) Clinton Road/Associate Road area	4.7%	32.2%	27.2%	4.7%	25.9%	5.3%
3) Brookpark Area	7.7%	42.2%	29.8%	3.7%	12.4%	4.2%
4) West end of Memphis Road	4.5%	35.9%	30.6%	9.5%	14.8%	4.7%

Question 16:

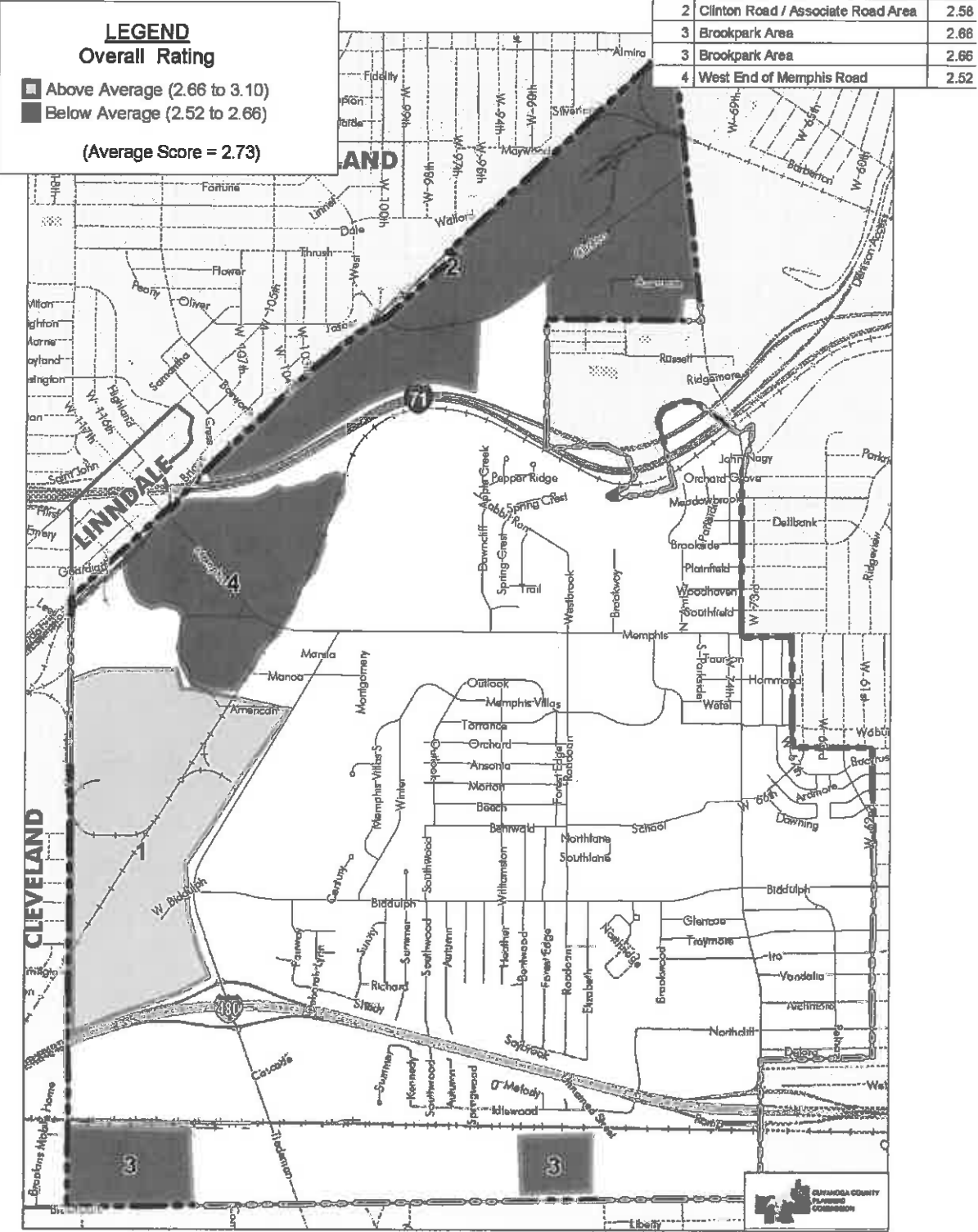


* See also Neighborhood Map

Question 16: Survey Results by Industrial Area

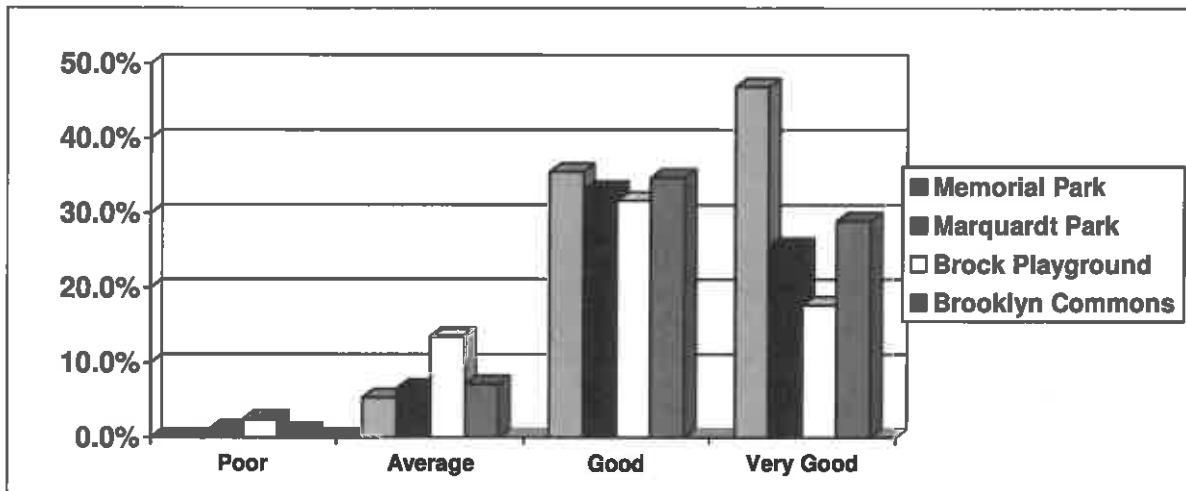


2004 Brooklyn Community Survey:
Question 16: How do you rate the industrial areas in our city?



Question 17: Overall, how do you rate our City Parks? (~368 respondents)

Most survey respondents rated the four community parks as "Very Good" and "Good". Memorial Park received the highest ratings for a combined above average score of 82.6%. Brooklyn Commons and Marquardt Park also received high ratings, while Brock Playground received the least favorable scores. However, a significant percentage of respondents do not use or had no opinion on community parks, with the exception of Memorial Park.

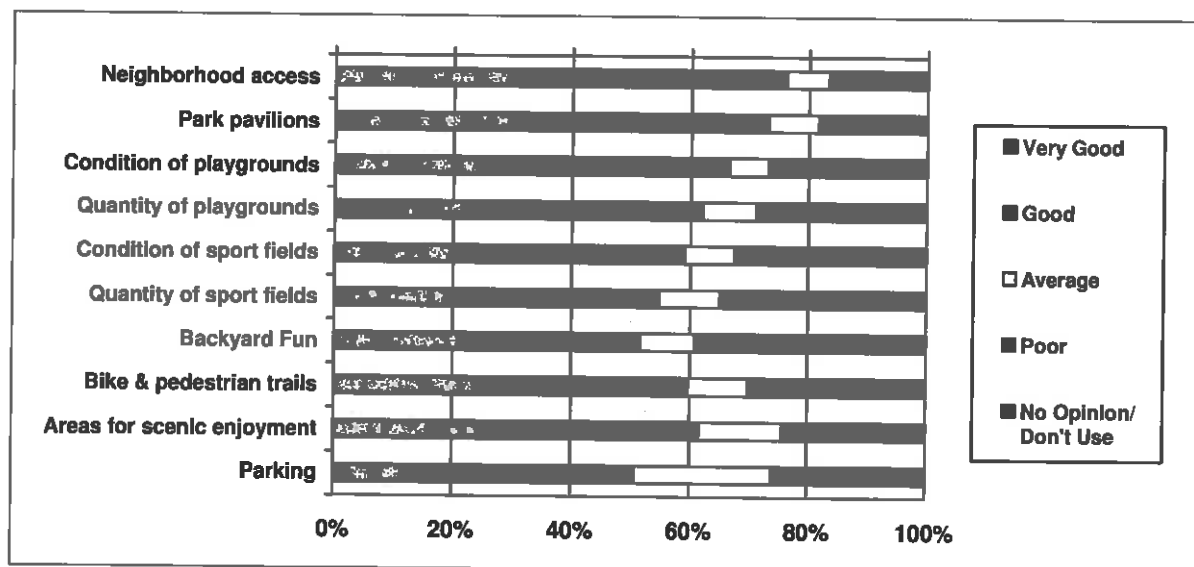


	Very Good	Good	Fair	Poor	No Opinion/ Don't Use	No Response
Memorial Park	47.0%	35.6%	5.3%	-	10.8%	1.3%
Marquardt Park	25.6%	33.2%	6.6%	1.1%	30.1%	3.4%
Brock Playground	17.7%	31.7%	13.5%	2.4%	31.7%	3.2%
Brooklyn Commons	29.0%	34.8%	7.1%	0.8%	25.1%	3.2%

Question 18: Overall, how do you rate the existing facilities at Memorial Park? (~360 respondents)

When asked about specific facilities at Memorial Park, the majority of respondents rated them as "Very Good" or "Good". Neighborhood access was given the highest scoring and was cited by more than one third of all respondents as "Very Good". Parking was given the most critical score of 21.4% as "Average" and 6.3% as "Poor". Of note is the high percentage of responses that do not use or had no opinion on the facilities at Memorial Park.

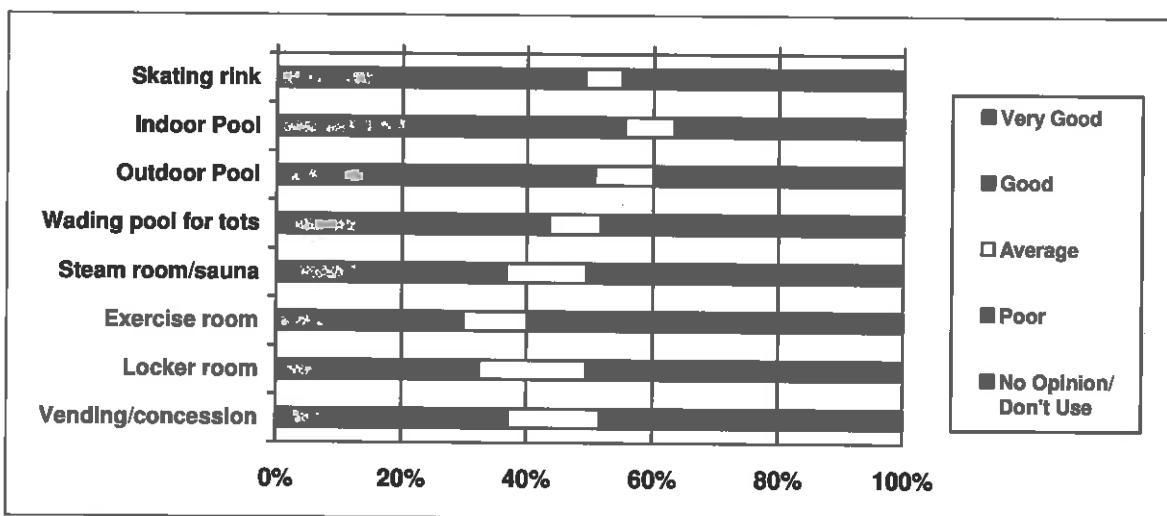
	Very Good	Good	Fair	Poor	No Opinion/ Don't Use	No Response
Neighborhood access to park	34.0%	39.6%	6.9%	1.1%	15.0%	3.4%
Park pavilions	28.8%	41.7%	8.2%	0.8%	16.9%	3.7%
Condition of children's playground facilities	25.6%	37.2%	6.3%	0.5%	24.8%	5.5%
Quantity of children's playground facilities	24.8%	34.3%	8.7%	0.5%	26.9%	4.7%
Condition of sport fields (baseball, etc.)	20.6%	35.4%	7.9%	0.3%	30.6%	5.3%
Quantity of sport fields (baseball, etc.)	18.2%	33.8%	9.8%	0.8%	32.5%	5.0%
Backyard fun (tennis courts, skate park, etc)	20.1%	29.0%	8.7%	0.5%	36.9%	4.7%
Bicycle and pedestrian trails	22.7%	34.3%	9.8%	2.6%	26.1%	4.5%
Areas for scenic enjoyment	23.2%	35.6%	13.5%	2.9%	20.3%	4.5%
Parking	11.9%	34.8%	21.4%	6.3%	17.7%	7.9%



Question 19: How do you rate the existing facilities at the Brooklyn Recreation Center?
(~368 respondents)

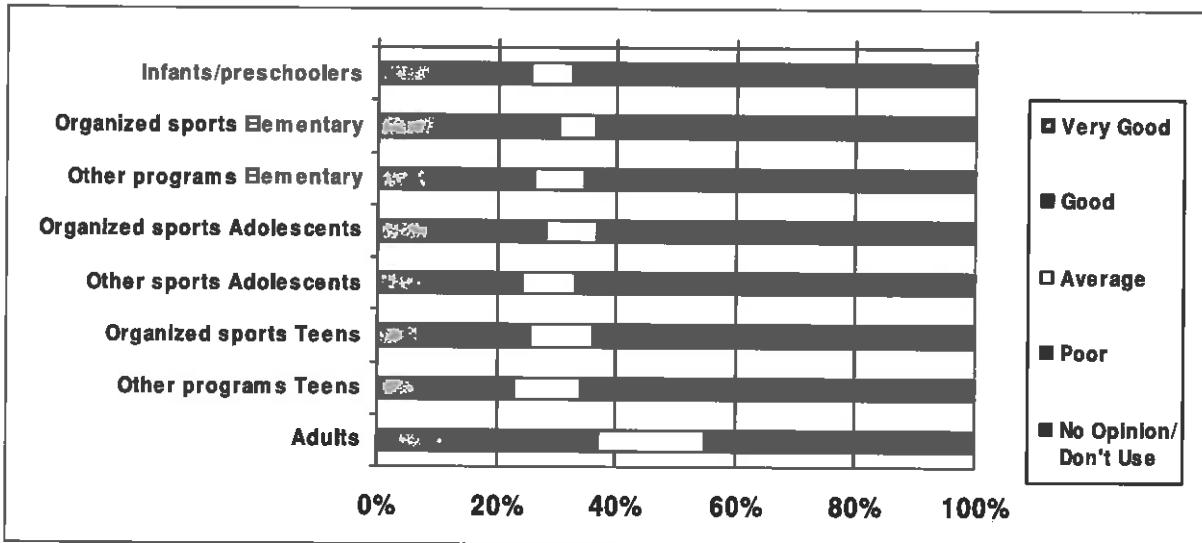
	Very Good	Good	Fair	Poor	No Opinion/ Don't Use	No Response
Skating rink	18.2%	29.6%	5.8%	0.5%	43.3%	2.6%
Indoor pool	23.0%	31.4%	7.7%	2.4%	33.5%	2.1%
Outdoor pool	18.2%	31.1%	9.0%	1.3%	37.5%	2.9%
Wading pool for tots	14.5%	27.7%	7.9%	1.3%	45.4%	3.2%
Steam room/ sauna/ whirlpool	12.9%	22.7%	12.4%	2.9%	45.9%	3.2%
Exercise room/equipment	9.0%	20.1%	10.0%	14.2%	44.1%	2.6%
Locker room	7.9%	23.5%	16.6%	7.1%	41.7%	3.2%
Vending/Concession stand	9.0%	26.6%	14.0%	3.4%	43.0%	4.0%
Other	0.5%	0.5%	0.5%	4.0%	1.3%	93.1%

Of those that use the existing facilities at the Brooklyn Recreation Center, the majority rated the pools the highest, with the indoor pool rated "Very Good" by more than 20% of all respondents. The skating rink also received a favorable rating: more than 47% rated the rink above average. Respondents gave the lowest rating to the Exercise room; more than 14% rated it as "Poor" and while 7.1% rated the Locker Room as "Poor". (Again of note is the large percentage of respondents that either do not use or had no opinion on the Recreation Center facilities.)



Question 20: How do you rate the programs and activities offered by our City's Recreation Department? (~365 respondents)

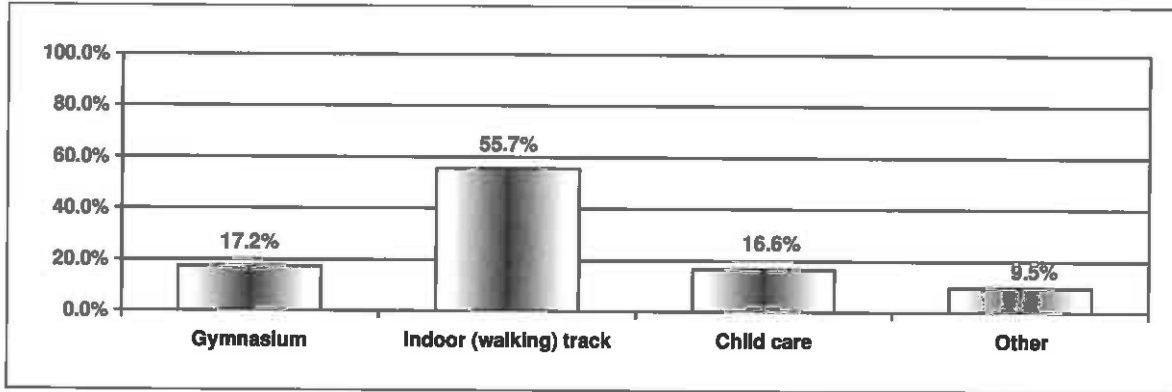
Most noticeable here is the large percentage of survey respondents that do no use or had no opinion of the programs and activities offered by the Recreation Department: on average, more than half of all respondents. Programs and activities for adults received the most feedback. In general, respondents rated the Recreation Department's activities and programs as "Good".



	Very Good	Good	Fair	Poor	No Opinion/Don't Use	No Response
Programs and activities for infants/preschoolers	8.7%	16.1%	6.9%	2.9%	62.5%	2.9%
Organized sports for elementary age children	9.5%	19.8%	5.8%	2.4%	59.1%	3.4%
Other programs for elementary age children	8.4%	16.6%	8.2%	1.3%	61.5%	4.0%
Organized sports for adolescents	8.7%	18.2%	8.4%	3.2%	57.5%	4.0%
Other programs for adolescents	7.7%	15.6%	8.4%	4.0%	59.9%	4.5%
Organized sports for teens	7.1%	17.4%	10.3%	4.0%	57.5%	3.7%
Other programs for teens	7.1%	15.0%	10.6%	4.5%	58.6%	4.2%
Programs and activities for adults	11.1%	24.8%	17.2%	4.2%	39.3%	3.4%
Other	0.3%	-	-	0.8%	0.3%	98.7%

Question 21: What additional facilities/programs would you like to see offered by our City?
(343 respondents)

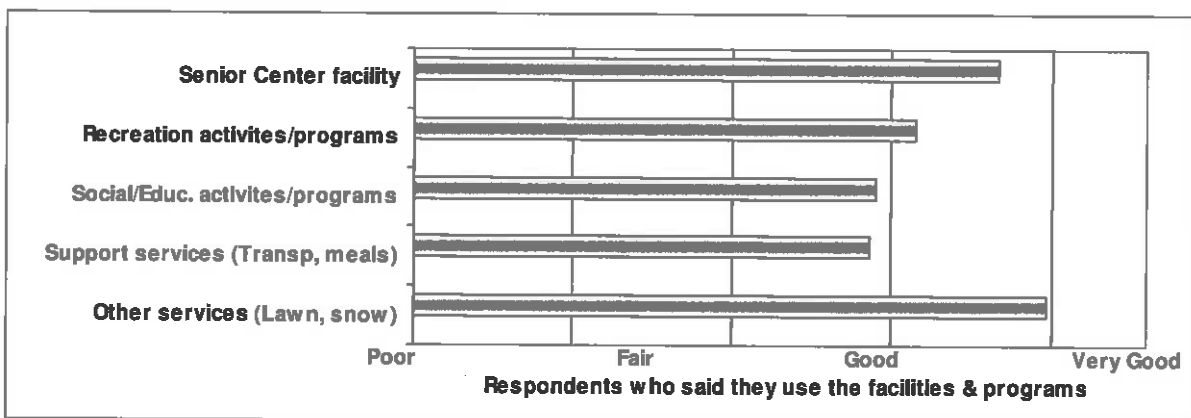
Respondents were given several additional programs and facilities not currently offered by the City. More than half of all respondents would like to see an indoor (walking) track. A gymnasium and child care were cited by respondents about equally, at 17.2% and 16.6% respectively. Other responses, at approximately 10%, included Adult Day Care, activities for singles, a dog park, runners club, volleyball courts, teen programs, programs for the disabled and additional classes for adults such as computer, yoga or stress management classes.



Question 22: How do you rate the current facilities and programs for seniors? (~365 respondents)

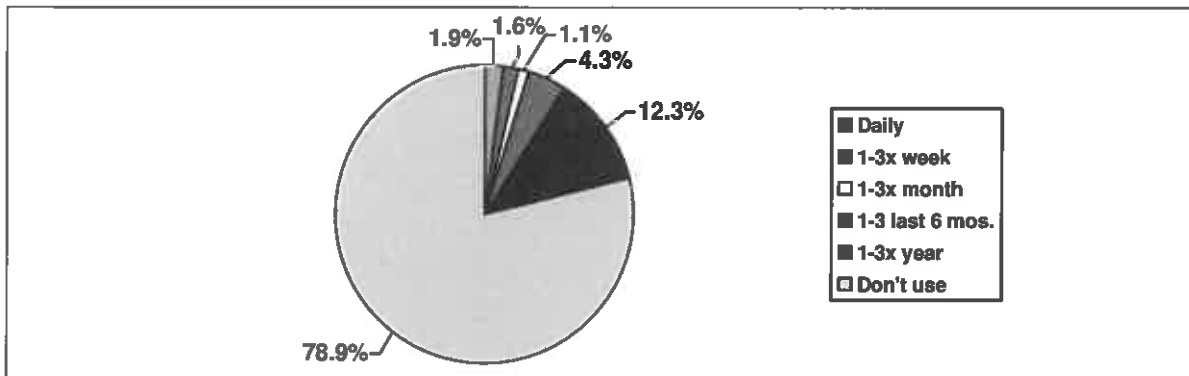
Respondents were asked to specifically rate certain facilities and programs for seniors that currently exist in the City. In general, respondents rated them above average. The two that received the highest ratings of "Very Good" include the Senior Center facility (~30%) and other senior services such as lawn mowing and snow removal (~37%). When isolated to include only those that said they actually use the facilities and programs, the trend is the same even though rating percentages are higher. Other write-in answers include more public awareness of existing programs/facilities, more evening activities, and better parking.

	Very Good	Good	Fair	Poor	No Opinion/ Don't Use	No Response
Senior Center facility	29.6%	22.7%	3.4%	0.5%	40.4%	3.4%
Recreation activities and programs	20.3%	23.7%	6.6%	0.5%	45.4%	3.4%
Social/educational activities and programs	18.2%	22.4%	6.3%	0.3%	47.8%	5.0%
Support services - transportation, meals, etc.	21.1%	18.7%	5.0%	0.3%	50.9%	4.0%
Other services - lawn mowing, snow removal	36.9%	16.1%	6.3%	0.8%	36.9%	2.9%
Other	0.8%	0.5%	-	1.3%	3.4%	93.9%



Question 23: On average, how frequently do you use public transportation? (374 respondents)

Most revealing about results from Question 23 is the high number of respondents community-wide that do not use public transportation. On average, more than three-quarters of all respondents do not use it at all. Of those that do use public transportation, the largest percentage used it only one to three times per year. By neighborhood, the Ridge Park/Biddulph and Brooklyn Acres neighborhoods used public transportation most frequently.



	Daily	1-3 times/week	1-3 times/month	1-3/last 6 months	1-3 times/year	Don't use
1. Ridge Park/ Biddulph	3.6%	1.8%	1.8%	8.9%	5.4%	78.6%
2. Marquardt Park	-	-	-	-	13.3%	86.7%
3. Fairway/ Brook Lane	-	-	-	6.7%	13.3%	80.0%
4. Tiedeman	-	-	-	7.1%	21.4%	71.4%
5. Winter/ Sunset	3.7%	-	-	-	14.8%	81.5%
6. Roadman/ Outlook	2.5%	1.3%	-	7.5%	15.0%	73.8%
7. Memphis/ Ridge	-	4.3%	4.3%	2.2%	10.9%	78.3%
8. Brooklyn Acres	-	14.3%	-	7.1%	14.3%	64.3%
9. Westbrook/ Dawnciff	4.3%	-	2.1%	2.1%	10.6%	80.9%
Brooklyn Total	1.9%	1.6%	1.1%	4.3%	12.3%	78.9%